



The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the second Tuesday of April, being the eighth day of said month, and by adjournment to the ninth day of April, and from time to time to the eighteenth day of June, in the year of our Lord One Thousand Nine Hundred and Forty-One.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
John G. Maxfield, Acting County Commissioner.	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

The undersigned, Selectmen of the Town of Palmer, in said County, respectfully represent that there is in the Town of Palmer a public way known as State Street leading from Bondsville in a general easterly direction to the River Road to Ware at Whipple's Crossing, that the boundaries of said public way are ill-defined and uncertain, and that at places between the points named said highway is too narrow to accommodate reasonably the travel thereover and is dangerous.

Wherefore your petitioners pray that after due proceedings had in the premises your Honorable Board will relocate said public way between the points named for the purpose of establishing the boundary lines of said way and of making such alterations in the course and width thereof as may be necessary for the safety of public travel and as common convenience and necessity may require.

George B. Cheney

William F. Griswold

Charles J. Fountain

Selectmen of the Town of Palmer

Palmer, Mass., October 31, 1940

The foregoing petition was entered on the 8th day of November, 1940, and due proceedings having been had thereon, on the 14th day of May 1941, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS.

Hampden, ss:

County Commissioners' Meeting

May 14, 1941

On the petition of the Selectmen of the Town of Palmer for relocation of State Street leading from Bondsville in an easterly direction to the River Road to Ware at Whipple's Crossing.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fourth day of December A. D. 1940, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should

Palmer, Selectmen of the Town of, Petrs. for relocation of State Street leading Bondsville in an easterly direction to the River Road to Ware at Whipple's Crossing.

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Relocation Report
Filed.

Plans

be relocated. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate said highway in the manner following:

State Street in the Town of Palmer

(From BONDSVILLE to the RIVER ROAD TO WARE at WHIPPLE'S BRIDGE)

A road in the Town of Palmer, running from the village of Bondsville easterly to the westerly end of the 1926 County Layout of the River Road to Ware, at Whipple's Bridge, so-called. The road is seventy feet in width from sta 7+94.2 to sta 14+95.25 of the Base Line of location hereinafter described, and its width varies from station 35+79.1 to sta 40+19.3 of said Base Line. Excepting these two sections, and an irregular shaped piece at the easterly end of the layout, the road is fifty feet in width, the side lines of the location being each parallel to the Base Line and 25 feet distant therefrom. The Base Line of location is described as follows:

BEGINNING at a point which is N 42° 46' 30" E. 24.75 feet from the stone bound at the easterly end of the 1883 County Layout of State Street, said point being station 0+0 of the Base Line of location of this present layout, and running thence

S 47° 14' 30" to an angle point at sta 2+74.6, thence

S 45° 15' E to a point of curvature at sta 7+94.2, thence

On an Arc having a radius of 650.0 feet and a length of 368.42 feet to a point of tangency at sta 11+62.6, thence

S 77° 43' 30" E to a point of curvature at sta 12+96.9, thence

On an Arc having a radius of 634.06 feet and a length of 198.37 feet to a point of tangency at sta 14+95.25, thence

N 84° 21' E to an angle point at sta 18+36.75, thence

N 82° 28' 30" E to a point of curvature at sta 23+68.3, thence

On an Arc having a radius of 600.0 feet and a length of 500.4 feet to a point of tangency at sta 28+68.7, thence

S 49° 44' 30" E to a point of curvature at sta 31+45.4, thence

On an Arc having a radius of 100.0 feet and a length of 270.82 feet to a point of tangency at sta 34+16.2, thence

S 65° 15' 30" E to an angle point at sta 37+07.2, thence

S 19° 20' E to an angle point at sta 40+19.3, thence

S 25° 27' E to a point of curvature at sta 42+72.5, thence

On an Arc having a radius of 750.0 feet and a length of 378.1 feet to a point of tangency at sta 46+50.6, thence

S 54° 20' E to a point of curvature at sta 51+43.7, thence

On an Arc having a radius of 1350.0 feet and a length of 375.8 feet to a point of tangency at sta 55+19.5, thence

S 70° 17' E to a point of curvature at sta 63+22.3, thence

On an Arc having a radius of 500.0 feet and a length of 234.6 feet to a point of tangency at sta 65+56.9, thence

S 43° 24' E to the easterly end of the Base Line at sta

67+01.6, which point is N 37° 56' E 33.90 feet from the concrete bound at the westerly end of the southerly side

of the 1926 County Layout of the River Road to Ware.

The northerly and southerly side lines of this present layout are each parallel to the above described Base Line, and 25 feet distant therefrom, except as follows:

At sta 7+94.2 the side lines each run perpendicularly away from the base line a distance of 10 feet, thence parallel to the base line and 35 feet distant therefrom to sta 14+95.25, thence perpendicularly toward the base line a distance of 10 feet;

At sta 35+79.1 the southerly side line runs on an Arc having a radius of 261.12 feet and a length of 202.84 feet to a point which is S 70° 40' W 30.00 feet from the base line at sta 38+17.2, thence on a line converging toward the base line to a point which is S 67° 36' 30" W 25.04 feet from the base line at sta 40+19.3;

At the easterly end of the Layout the southerly side line extends in a straight line beyond sta 67+01.6 to a point which is S 37° 56' W 25.29 feet from the Base Line at said sta 67+01.6, thence along the westerly end of the aforementioned 1926 Layout of River Road N 37° 56' E 25.29 feet to sta 67+01.6;

From a point which is N 27° 56' E 25.29 feet from sta 67+01.6 of the base line, the northerly side line runs S 50° 06' E 243.33 feet to an angle in the northerly side line of the 1926 County Layout of River Road, thence turns and runs along said northerly line of said 1926 layout N 52° 04' W 243.19 feet to the westerly end of said northerly line of said 1926 layout, thence along the westerly end of said 1926 layout S 37° 56' W 16.1 feet to sta 67+01.6.

The above described 1941 layout of State Street runs principally upon the existing way from Bondsville to Whipple's Bridge, but also in part over lands of the abutters named below.

The layout is bounded from west to east on its northerly side by lands of one Balon, Adam and Mary Broton, the Central Massachusetts Division of the Boston and Main Railroad, Adam and Mary Broton, Michael and Agnes Topor, Antonio and Mary Gralenski, a public way known as Jim Ash Road, Antonio and Mary Gralenski, Charles H. Smith, the Quinnehtuk Company, Antoine Berthiaume et als., a discontinued public way to Enfield, Stanislaw Parda, the Central Massachusetts Division of the Boston and Maine Railroad, Stanislaw Parda, a public way known as Emery Street, the Ralston Purina Company, and the 1926 County Layout of the River Road to Ware;

From west to east on its southerly side by lands of Lawrence and Karolina Kapinos, John Kulig, the Central Massachusetts Division of the Boston and Maine Railroad, Antonio and Mary Gralenski, Charles H. Smith, the Quinnehtuk Company, a public way known as Summer Street, Antoine Berthiaume et als., the Central Massachusetts Division of the Boston and Maine Railroad, Antoine Berthiaume et als., Stefan and Karolina Niewienski, Stanislaw Parda, Stefan and Karolina Niewienski, and the 1926 County Layout of the River Road to Ware.

The following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General

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Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Palmer in said County.

From Lawrence and Karolina Kapinos,

Parcel #1, a strip of land lying on the northerly side of the southerly side line of the 1941 County Layout of State Street and adjacent to said side line, being about 8 feet wide at its widest point and extending from sta 1+32, more or less, to sta 5+12, more or less, of said Layout, bounded by said southerly side line of said Layout and by a wire fence marking the line of the existing way, containing approximately 1800 square feet.

From Adam and Mary Broton,

Parcels #2 and #4, two narrow strips of land lying on the southerly side of the northerly side line of the 1941 County Layout of State Street and adjacent to said side line, being not over 10 feet in width and extending from sta 2+93, more or less, to sta 7+52, more or less, from sta 8+05, more or less, to sta 9+47, more or less, respectively, containing approximately 2900 and 1500 square feet, respectively; and

Parcel #8, an irregular shaped piece of land extending from sta 12+40 more or less to sta 14+15, more or less, of the 1941 Layout of State Street, bounded on its northerly sides by the northerly side line of said Layout, on its southwesterly side by a wire fence and on its southeasterly side by stone wall, said fence and wall marking the line of the existing way along State Street, containing 4300 square feet, more or less.

From John and Malgorsata Kulig,

Parcel #3, an irregular shaped piece of land extending from sta 7+00, more or less, to sta 11+44, more or less, bounded on its southerly sides by the southerly side line of the 1941 Layout of State Street and on its northerly sides by a wire fence marking the line of the existing way along State Street containing approximately 9100 square feet.

From Antonio and Mary Gralenski,

Parcels #9, #12, #15 and #16, four narrow strips of land lying on the northerly side of the southerly side line of the 1941 layout of State Street, bounded on their southerly sides by said side line and on their northerly sides by wire fences marking the line of the existing way along State Street, extending between the following stations of the 1941 layout of State Street and containing the following areas:

#9, from sta 13+80, more or less, to 26+80, more or less, 12300 sq. ft.

#12, from sta 28+18, more or less, to 29+87, more or less, 900 sq. ft.

#15, from sta 31+45, more or less, to 37+50, more or less, 1900 sq. ft.

#16, from sta 38+37, more or less, to 42+73, more or less, 3700 sq. ft.

Parcels #14 and #17, two narrow strips of land lying on the southerly side of the northerly side line of the 1941 layout of State Street, bounded on their northerly sides by said side line and on their southerly side by wire fences marking the line of the existing way along State Street, extending between the following stations of the 1941 layout of State Street and containing the following areas:

#14, from sta 27+10, more or less, to 32+36, more or less,
3200 sq. ft.

#17, from sta 40+19, more or less, to 47+68, more or less,
8300 sq. ft.

From Boston and Maine Railroad, Central Massachusetts Division,

Parcels #6 and #25, two small parcels of land lying on the southerly side of the northerly side line of the 1941 County Layout of State Street, bounded on their northerly sides by said side line and on their southerly sides by the line of the existing way along State Street and on their easterly and westerly sides by the lines of the railroad right-of-way, extending between the following stations of the 1941 layout of State Street and containing the following areas:

6, from sta 11+35, more or less, to 12+95, more or less,
2600 sq. ft.

#25, from sta 57+35, more or less, to 58+27, more or less,
1600 sq. ft.

Parcels #7 and #26, two small parcels of land lying on the northerly side of the southerly side line of the 1941 layout of State Street, bounded on their southerly sides by said side line and on their northerly sides by the line of the existing way along State Street, and on their easterly and westerly sides by the lines of the railroad right-of-way, extending between the following stations of the 1941 layout of State Street and containing the following areas:

7, from sta 11+35, more or less, to 12+95, more or less,
3200 sq. ft.

#26, from sta 57+35, more or less, to 58+27, more or less,
1400 sq.ft.

From Charles H. Smith,

Parcel #18, a narrow strip of land lying on the northerly side of the southerly side line of the 1941 County Layout of State Street and adjacent to said side line, being about 3 feet wide at its widest point and extending from sta 45+52, more or less, to sta 47+35, more or less, of said layout, bounded on its southerly side by said side line and on its northerly side by a wire fence marking the line of the existing way along State Street, containing approximately 400 square feet.

From Antoine Berthiaume et als.,

Parcel #21, a narrow strip of land lying on the southerly side of the northerly side line of the 1941 County Layout of State

Street and adjacent to said side line, being about 13 feet wide at its widest point and extending from sta 50+70 to sta 55+72, more or less, of said layout, bounded by said side line of said layout and by a wire fence marking the line of the existing way along State Street, containing approximately 4600 square feet. Parcels #22 and 23, two narrow strips of land lying on the northerly side of the southerly side line of the 1941 County Layout of State Street, bounded on their southerly sides by said side line and on their northerly sides by wire fences marking the line of the existing way along State Street, extending between the following stations of the 1941 layout of State Street and containing the following areas:

#22, from sta 50+80, more or less, to sta 52+85, more or less, 400 sq. ft.

#23, from sta 53+80, more or less, to sta 56+14, more or less, 700 sq. ft.

From Stanislaw Parda,

Parcels #24 and #28, two narrow strips of land lying on the southerly side of the northerly side line of the 1941 County Layout of State Street and adjacent to said side line, bounded on their northerly sides by said side line and on their southerly sides by a stone wall and a wire fence, respectively, said wall and fence marking the line of the existing way along State Street, said Strips of land extending between the following stations of the 1941 layout of State Street and containing the following areas:

#24, from sta 56+19, more or less, to sta 57+30, more or less, 900 sq. ft.

#28, from sta 58+45, more or less, to sta 62+0, more or less, 600 sq. ft.

Parcel #30, a narrow strip of land lying on the northerly side of the southerly side line of the 1941 County Layout of State Street and adjacent to said side line, bounded on its southerly side by said side line and on its northerly side by a wire fence marking the line of the existing way along State Street, extending from sta 60+50, more or less, to sta 62+35, more or less, of said layout, containing approximately 1000 square feet.

From Quinnehtuk Company,

Parcel #19, a strip of land on the southerly side of the northerly side line of the 1941 County Layout of State Street and adjacent to said side line, bounded on its northerly side by said side line and on its southerly side by the line of the existing way along State Street, extending from sta 47+90, more or less, to sta 50+55, more or less, of said layout, containing approximately 3700 feet.

Parcel #20, a strip of land on the northerly side of the southerly side line of the 1941 County Layout of State Street and adjacent to said side line, bounded on its southerly side by said side line and on its northerly side by the line of the existing way along

State Street, extending from sta 47+90, more or less, to sta 50+55, more or less, of said layout, containing approximately 1800 square feet.

From Stefan and Karolina Niewiński.

Parcel #29, a narrow strip of land on the northerly side of the southerly side line of the 1941 County Layout of State Street and adjacent to said side line, bounded on its southerly side by said line and on its northerly side by a wire fence marking the existing way along State Street, extending from sta 58+79, more or less, to sta 60+50, more or less, of said layout, containing approximately 600 square feet.

From Ralston Purina Company,

Parcel #32, a small irregular shaped piece of land extending from sta 64+88 to sta 65+62, more or less of the 1941 County Layout of State Street, bounded on its northerly sides by the northerly side line of said layout and the Ware River, and on its southerly and westerly sides by a wire fence and the existing ways along State Street and Emery Street, containing approximately 600 square feet.

Parcel #33, a small irregular shaped piece of land extending from sta 66+61, more or less, of the 1941 County Layout of State Street to an angle point in the northerly line of the 1926 County Layout of the River Road to Ware, said angle point being at about sta 69+60 of the extended base line of said 1941 layout of State Street, bounded on its northerly side by the northerly side line of the 1941 County Layout of State Street on its southeasterly and southerly sides by the said northerly line of the 1926 layout of River Road and by the line of the existing way along State Street and on its westerly side by the Ware River, containing approximately 1300 square feet.

From Michael and Agnes Topor,

Parcel #34, a small irregular shaped piece of land extending from sta 14+15, more or less, to sta 16+40, more or less, of the 1941 County Layout of State Street, bounded on its northerly side by the northerly side line of said layout, on its southerly side by a stone wall marking the line of the existing way along State Street, and on its westerly side by a stone wall marking the line between lands of Topor and of Broton, containing approximately 1500 sq. ft.

Parcel #10, a narrow strip of land lying on the southerly side of the northerly side line of the 1941 County Layout of State Street and adjacent to said side line, being not over ten feet in width and extending from sta 17+77, more or less, to 19+86, more or less, bounded on its northerly side by the northerly side line of said layout and on its woutherly side by a stone wall marking the line of the existing way along State Street, containing approximately 1500 square feet.

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The above descriptions cover all of the takings to be made within the side lines of the 1941 County Layout of State Street, Parcels #5, #11, #13, #27, and #31 shown on the plans of said layout being all parcels of land which are included within the visible boundaries of the existing way along State Street but not included within the lines of the present layout and which, therefore, will revert to the abutters upon completion of this layout.

The relocation and the land takings above described are indicated on plans prepared by R. O. And G. F. Dingman, Engineers, Palmer, Mass., on file in the Hampden County Registry of Deeds and Clerk of Courts' Office and marked as Follows: Hampden County Commissioners' 1941 Layout of State Street in the Town of Palmer (From bondsville to the River Road to Ware at Whipple's Bridge) January 1941.

AND the owners of the land, over which said highway is thus laid out, are allowed until the fifteenth day of July next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

To -

Lawrence and Karolina Kapinos.....	\$1.00
Adam and Mary Broton.....	1.00
John and Malgorsata Kulig.....	1.00
Antonio and Mary Gralenski.....	1.00
Boston and Maine Railroad..... (Central Massachusetts Division)	1.00
Charles H. Smith.....	1.00
Antoine Berthiaume et als.	1.00
Stanislaw Parda.....	1.00
Quinnehtuk Company.....	1.00
Stefan and Karolina Niewienski.....	1.00
Ralston Purina Company.....	1.00
Michael and Agnes Topor.....	1.00

Payment to be made to the several parties damaged to the amount that may be found to be their due, by the Town of Palmer, when entry is actually made upon the premises for highway purposes. Any improvement of said way shall be made at the expense of the Town of Palmer.

Thos. J. Costello)
Charles W. Bray	) County
Edward J. Stapleton	) Commissioners
	) of the County
	) of Hampden

HAMPDEN, ss. County Commissioners' Meeting May 14, 1941

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Clerk.

5 April Meeting 1941

BEFORE THE COUNTY COMMISSIONERS FOR HAMPDEN COUNTY:

Respectfully represents your petitioner, Boston and Maine Railroad, that it has been asked to cooperate with the United States Government, War Department, in the construction and operation of a spur track railroad leading from the main line tracks of said Railroad, Connecticut River Division, at or about station 339 in the City of Chicopee, Hampden County, Commonwealth of Massachusetts, and extending easterly for a distance of about 2.6 miles to the Government reservation known as Westover Field, Northeast Air Base, and that public necessity requires that said railroad shall cross at the same level the following public ways: Coburn Street, a city street; Dale Street, a city street; Montgomery Street, a county Highway, Granby Road, a county highway, all in said City of Chicopee.

WHEREFORE your petitioner prays that your Honorable Commission, after notice to all persons interested and a hearing, determine that public necessity requires the crossing of the above named public ways and the spur track at the same level and, if the Department of Public Utilities consents thereto in writing, make a decree authorizing the construction of such crossings.

BOSTON AND MAINE RAILROAD

By John B. Sawyer Attorney

The foregoing petition was entered on the 20th day of January, 1941, and due proceedings having been had thereon, the following Interlocutory Decree; Consent of the Department of Public Utilities and Final Decree were filed:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

April 16, 1941

Boston and Maine Railroad, Petitioners, for authority to construct a spur track railroad leading from the main line tracks of said railroad, Connecticut River Division, at or about station 339 in Chicopee, and extending easterly for a distance of about 2.6 miles to the Government Reservation, known as Westover Field, Northeast Air Base, said railroad to cross at level Coburn Street, Dale Street, Montgomery Street and Granby Road.

INTERLOCUTORY DECREE

In the matter of the above petition, the County Commissioners having caused due notice to be given of the time and place of the hearing, to wit: February 8, 1941 at 11 a.m. at the intersection of the spur track of the Boston and Maine Railroad on Montgomery Street in Chicopee, and the said Commissioners having met the parties at the time and place appointed, at which time the parties were fully heard, and there being no objection, after due consideration, it is hereby ADJUDGED AND DECREED that public necessity and convenience requires that the aforesaid petition be and the same is hereby granted and

Boston and Maine Railroad, Petrs., for authority to construct a spur track railroad leading from the main line tracks of said railroad, Conn. River Division, at or about Station 339 in the City of Chicopee and extending easterly for a distance of about 2.6 miles to the Government Reservation, known as Westover Field, Northeast Air Base, said railroad to cross at level Coburn Street, Dale Street, Montgomery Street and Granby Rd.

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Plan

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allowed as prayed for, for the uses and purposes referred to in said petition.

Thos. J. Costello)
Edward J. Stapleton) County
John G. Maxfield) Commissioners
of the County
of Hampden

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC UTILITIES

seal
(D.P.U. 6403)

May 2, 1941.

Petition of Boston and Maine Railroad for consent of the Department to the construction, maintenance and operation of a private railroad track in the City of Chicopee from the main line tracks of the petitioner's railroad, Connecticut River division, to the Government Reservation known as Westover Field, Northeast Air Base, crossing Coburn Street, Dale Street, Montgomery Street and Granby Road at a level therewith.

After notice, a public hearing was held upon the above entitled petition at which representatives of the United States Government, County Commissioners of Hampden County and the Boston and Maine Railroad were present and were heard. No one appeared in opposition.

The petitioner, Boston and Maine Railroad, represents that it has been requested by the United States of America, War Department, to construct, maintain and operate a spur track railroad leading from the main line tracks of the petitioner's railroad, Connecticut River Division, to the Government Reservation known as Westover Field, Northeast Air Base, in the city of Chicopee; that such spur track railroad will cross four public highways in the city of Chicopee known as

Coburn Street, a city street
Dale Street, a city street
Montgomery Street, a county highway
Granby Road, a county highway
at a level therewith.

It appears that the County Commissioners of the County of Hampden upon the petition of the Boston and Maine Railroad for authority to construct a spur track railroad as above described, after notice, a hearing and due consideration, has adjudged and decreed that public necessity and convenience require the crossing of said railroad and public highways to be at the same level. A plan showing the highway grade crossings on United States Government spur track to Westover Field (Feb. 1941) is on file with the Department. The Boston and Maine Railroad petitions this Department for its consent in writing to such crossing. The spur track will extend from the main line tracks of said railroad, Connecticut River Division, to the Government reservation known as Westover Field, Northeast Air Base, a distance of about 2.6 miles; said spur track railroad is to be used for industrial purposes.

only and its construction, maintenance and operation is necessary as a part of the Defense Program of the government of the United States.

In view of the purpose for which this spur track is to be constructed, maintained and operated, it appears unnecessary to reiterate the attitude of this Department towards additional highway crossings at a level with the railroad.

Accordingly, after public notice, a hearing and consideration, the Department CONSENT IN WRITING to the construction and operation of a spur track railroad across Coburn Street and Dale Street, both city streets, and Montgomery Street and Granby Road, county highways, all located in the City of Chicopee, across the tracks of the Boston and Maine Railroad, Connecticut River division, at a level therewith, as shown on said plan as submitted with the petition.

This consent is given upon condition, however, that the speed of all locomotive engines, cars and trains shall be reduced to ten miles an hour while approaching and passing over each of said highway crossings.

By order of the Department,
(signed) ALLAN BROOKS,
Secretary.

SEAL

a True copy,
Attest:
Allan Brooks
Secretary.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

May 14, 1941

Boston and Maine Railroad, Petitioners, for authority to construct a spur track railroad leading from the main line tracks of said railroad, Connecticut River Division, at or about station 339 in Chicopee, and extending easterly for a distance of about 2.6 miles to the Government Reservation, known as Westover Field, Northeast Air Base, said railroad to cross at level Coburn Street, Dale Street, Montgomery Street and Granby Road.

FINAL DECREE

In the matter of the above petition, it appearing that heretofore the County Commissioners have adjudged and decreed that public necessity and convenience requires the construction of said highways at grade, and it further appearing that by order of the Department of Public Utilities dated May 2, 1941, on file in this case, consent thereto was granted as follows:

"The Department consents in writing to the construction and operation of a spur track railroad across Coburn street and Dale street, both city streets, and Montgomery street and Granby road, county highways, all located in the City of Chicopee, across the tracks of the Boston and Maine Railroad, Connecticut River division, at a level therewith, as shown on said plan

as submitted with the petition.

This consent is given upon condition, however, that the speed of all locomotive engines, cars and trains shall be reduced to ten miles an hour while approaching and passing over each of said highway crossings."

NOW THEREFORE, the County Commissioners being of the opinion that public convenience and necessity requires that said railroad cross said highways, namely, Coburn Street, Dale Street, Montgomery Street and Granby Road, as petitioned for, hereby authorizes the construction and the maintenance by the petitioner of its railroad for its use in the transportation to and from the Government Reservation known as Westover Field, to be operated by steam power, as shown on plan filed by the petitioners in this case, February 21, 1941, subject to the same limitations, conditions and restrictions imposed by the Department of Public Utilities in its order hereinbefore set forth.

Station 0+0 of the Spur Track is located on the Boston and Maine Railroad right-of-way approximately 1300 ft. south of the Willimansett Station.

Coburn Street, 40 feet in width, crosses the Spur Track at station 7+35 and at an angle of 41-1/2 degrees.

Dale Street, 40 feet in width, crosses the Spur Track at station 46+41.5 and at an angle of 88 degrees.

Montgomer Street, 50 feet in width, crosses the Spur Track at station 64+01 and at an angle of 62-3/4 degrees.

Granby Road as relocated, 65 feet in width, crosses the Spur track at station 91+99 and at an angle of 25 degrees 52 minutes.

Thos. J. Costello)
John G. Maxfield	)County
Edward J. Stapleton	)Commissioners
	)of the County
	)of Hampden

Gilbert & Barker
Manufacturing Co.,
Petr. for discontin-
uance of that portion
of Cold Spring Avenue
lying between Union
Street and land of the
Boston & Albany Rail-
road Company (New
York Central Rail-
road Co. Lessee), in
West Springfield.

TO THE HONORABLE THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN
IN THE COMMONWEALTH OF MASSACHUSETTS:

Respectfully represents your Petitioner, BILBERT & BARKER
MANUFACTURING COMPANY, a corporation duly established and existing
under and by virtue of the laws of the Commonwealth of Massachusetts
and having its principal place of business in West Springfield in said
County and Commonwealth;

That there is in said Town of West Springfield a public
highway known as "Cold Spring Avenue" formerly known as "Albany Street"
running westerly from Union Street to and beyond land of the Boston &
Albany Railroad Company (New York Central Railroad Co. Lessee);

That the portion of said public way which lies between Union
Street and said land of said Boston & Albany Railroad Company (New
York Central Railroad Co. Lessee) is now but little used except for
access to land of your Petitioner and land of said Railroad Company;

That your Petitioner and said Boston & Albany Railroad Company (New York Central Railroad Co. Lessee) are the only abutters on said portion of said public way;

That common convenience and necessity do not require the maintenance of that portion of said public way but, on the other hand, common convenience and necessity require that said portion of said public way be discontinued.

WHEREFORE your Petitioner prays that after due proceedings had in the premises your Honorable Board will determine that common convenience and necessity require that the portion of said public way known as Cold Spring Avenue lying between Union Street and land of said Boston & Albany Railroad Company (New York Central Railroad Co. Lessee) shall be discontinued, and will make and enter such orders and decrees as may appear proper in the premises.

GILBERT & BARKER MANUFACTURING COMPANY

BY Philip H. Bills
Vice Pres. - Treas.

Dated February 10, 1941

The foregoing petition was entered on the 12th day of February, 1941, and due proceedings having been had thereon, the following Agreements and Final Decree were filed:

MEMORANDUM OF AGREEMENT DATED FEBRUARY 26, 1941

Between

the GILBERT & BARKER MANUFACTURING COMPANY,
hereinafter called the "Manufacturing Company"

and

THE NEW YORK CENTRAL RAILROAD COMPANY, lessee of
the Boston & Albany Railroad, hereinafter called
the "Railroad".

WHEREAS, the Manufacturing Company desires to close that part of the public way in the town of West Springfield known as Cold Spring Avenue running from Union Street through the property of the Manufacturing Company to land of the Railroad, during the period of National Defense, and has filed a petition to the County Commissioners of the County of Hampden for the discontinuance of that part of said way, and requests the Railroad to appear in favor of said petition:

NOW THEREFORE, the Railroad will appear at the hearing before the County Commissioners and favor the petition for the discontinuance of Cold Sprig Avenue between Union Street and property of the Railroad, and will waive any claim for damages therefor.

In consideration thereof the Manufacturing Company, after said discontinuance, will grant access to the Fire Department or other public employees of the Town of West Springfield, and, when requested

April Meeting 1941

by the railroad for purposes extraordinary, urgent and necessary, employees or officials of the railroad when properly identified; and when the present emergency is over, the Manufacturing Company will petition the said County Commissioners, or other proper public authorities, for the reopening of said Cold Spring Avenue as a public way between Union Street and the property of the Railroad.

GILBERT & BARKER MANUFACTURING COMPANY
By

Philip H. Bills
Vice-President and Treasurer

THE NEW YORK CENTRAL RAILROAD COMPANY,
Lessee of the Boston & Albany Railroad,
By

J. L. Truden
General Manager

WHEREAS GILBERT & BARKER MANUFACTURING COMPANY of West Springfield, Hampden County, Massachusetts, hereinafter called the "COMPANY", has heretofore filed with the County Commissioners for said County of Hampden its petition dated February 10, 1941, for the discontinuance of that portion of the public highway known as Cold Spring Avenue (formerly known as Albany Street) lying in the town of West Springfield in said County between Union Street and land of the BOSTON & ALBANY RAILROAD COMPANY (The New York Central Railroad Company Lessee); and

WHEREAS public hearings have been held on said petition on March 7, 1941, and on April 9, 1941, at which hearings said The New York Central Railroad Company, Lessee of the Boston & Albany Railroad Company (hereinafter called the "Railroad"), appeared by counsel and assented to such discontinuance; and

WHEREAS said Company and said Railroad are the only abutters on that portion of said Cold Spring Avenue to be affected by such discontinuance; and

WHEREAS said Company has agreed in writing with said Railroad that when the present emergency is over it will petition said County Commissioners or other proper public authorities for the reopening of said Cold Spring Avenue as a public way between Union Street and the property of said Railroad; and

WHEREAS the Town of West Springfield has heretofore laid in said Cold Spring Avenue certain water mains, sewers and drains;

NOW, THEREFORE, said Company agrees with said Town of West Springfield that if said County Commissioners grant its aforesaid petition for the discontinuance of said portion of said Cold Spring Avenue and order the discontinuance thereof, the Company will:

1. Permit the Town of West Springfield by its Water Department, or other proper servants and agents, to enter upon said discontinued way from time to time for the purpose of making necessary repairs to the water mains now installed thereunder and of maintaining

the same in proper condition, whenever it may be necessary so to do, and will assume and pay the reasonable and necessary expenses of such repair and maintenance.

2. Permit the Town of West Springfield by its Sewer Department or other proper servants and agents to enter from time to time upon said discontinued way for the purpose of repairing the sewers and drains now installed thereunder and of maintaining the same in proper condition whenever necessary and will assume and pay the reasonable cost of such repair and maintenance.

3. Permit, when necessary, in case of fire, the use of said discontinued way by the fire apparatus and Fire Department of the Town of West Springfield.

4. Permit police officers of the Town of West Springfield to enter upon said discontinued way when necessary in the proper discharge of their duties.

5. Permit the proper employees of the United Electric Light Company, of the Springfield Gas Light Company and of the New England Telephone and Telegraph Company respectively, upon request, to enter upon said premises for the purpose of making repairs necessary for the maintenance of electric, gas and telephone service installed therein.

6. Not erect or permit to be erected upon said discontinued way any permanent structures (reserving, however, the right to erect and maintain during such discontinuance a suitable watchman's shelter and a suitable gate or gates across the Union Street entrance to said Cold Spring Avenue at its junction with Union Street, it being understood that such gates will be installed westerly of the sidewalk on the west side of Union Street and will be of such size as to permit, when opened, the passageway of fire apparatus and of trucks of the Water and Sewer Departments and of the Department of Streets and Engineering of said Town.)

7. Keep said discontinued way, at its own expense, in reasonably suitable condition for the purposes aforesaid, and, upon the reopening of said discontinued way as a public highway, place the same at its own expense in as good condition as the same is now in.

8. Save the Town of West Springfield harmless from liability for accidents or injuries occurring on said premises so long as said way remains discontinued.

9. Waive all claim for damages for the discontinuance of said way and for the subsequent layout and reopening thereof.

10. Execute and deliver any instrument or instruments which may be required for the laying out of said Cold Spring Avenue as a public or town way.

IN WITNESS WHEREOF said GILBERT & BARKER MANUFACTURING COMPANY has caused its corporate seal to be hereto affixed and these presents to be executed in its name and behalf by PHILIP H. BILLS, its vice-

April Meeting 1941

president, thereunto duly authorized, this seventeenth day of April, A. D. 1941. Executed in duplicate.

Signed and sealed in
presence of

----- GILBERT & BARKER MANUFACTURING
COMPANY

George MacDonald -

By - Philip H. Bills - - -

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting

May 7, 1941

On the petition of the Gilbert & Barker Manufacturing Company for discontinuance of the portion of Cold Spring Avenue lying in West Springfield between Union Street and land of the Boston and Albany Railroad Company (New York Central Railroad Company, Lessee).

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, to wit: March 7, 1941 at 2 o'clock in the afternoon at the junction of Cold Spring Avenue and Union Street in said West Springfield, the said County Commissioners did, at the same time, view said highway and hear all parties interested; and it further appearing that on the 9th day of April, 1941, the County Commissioners gave a further hearing to all interested parties at the County Commissioners' office in the Superior Court House of said County and did adjudge that common convenience and necessity required that said highway should be discontinued.

And it appearing that in order to expedite favorable consideration of the County Commissioners on said petition, an agreement between the Gilbert & Barker Manufacturing Company and the said Boston and Albany Railroad (The New York Central Railroad Company, Lessee) was entered into under date of February 26, 1941, and a further agreement entered into by the Town of West Springfield with the said Gilbert & Barker Manufacturing Company under date of April 30, 1941, copies of which agreements have been filed in this case.

And now said Commissioners ORDER and DECREE that said highway be, and the same is, hereby discontinued in the manner following:

That portion of the public highway in West Springfield known as Cold Spring Avenue (formerly known as Albany Street) between Union Street and land of the Boston and Albany Railroad Company (The New York Central Railroad Company, Lessee)

No damages having been claimed, none are awarded.

All damages sustained by reason of the discontinuance of said road shall be paid by the petitioners.

Thos. J. Costello)

Charles W. Bray)

John G. Maxfield)

County
Commissioners
of the County
of Hampden

April Meeting 1941

COMMONWEALTH OF MASSACHUSETTS

West Springfield, Massachusetts
February 18, 1941.

To the County Commissioners for the County of Hampden:

The undersigned Selectmen of the Town of West Springfield respectfully represent that John Deere Plow Company of Syracuse, Inc., the owner of real estate located in said West Springfield substantially bounded as follows, to wit:

Bounded NORTHERLY by land of Wico Electric Company; EASTERLY by Phelon Avenue; SOUTHERLY by Bliss Street and WESTERLY by Western Avenue.

is desirous of constructing a railroad for its private use in the transportation of freight, said railroad to connect its said premises with tracks of the Boston & Albany Railroad Company, New York Central Railroad Company, lessee, and more particularly the spur track as more specifically described and set forth in a decree of the County Commissioners for Hampden County dated March 7, 1923 upon a Petition and Plan entitled "Plan of Private Railroad across Bliss Street in West Springfield to connect Wico Electric Company with tracks of the Boston & Albany Railroad Company, New York Central Railroad Company, lessee, on Petition of the Selectmen of the town of West Springfield", said railroad to be constructed across and upon Bliss Street, a public way or travelled space, to wit, Bliss Street in said West Springfield, at the same level thereof to consist of a single track and to be located as shown on plan of Cobb, Beesley & Miles, Engineers, dated February 1941, filed and attached herewith.

The undersigned hereby make application that after notice to all persons interested and a hearing to be ordered that public necessity requires the crossing of Bliss Street with said railroad at said location and for such further and other orders and decrees which may be appropriate hereunder.

James R. Dearden

Frank T. Raleigh

Howard M. Teece

Selectmen of the Town of West Springfield.

The foregoing petition was entered on the 19th day of February, 1941, and due proceedings having been had thereon, the following Interlocutory Decree; Consent of the Department of Public Utilities and Final Decree were filed:

West Springfield, Selectmen of the Town of, Petrs. for private railroad, a spur track, across and upon Bliss St. in said West Spfld. to connect premises of John Deere Plow Co. of Syracuse, New York, with tracks of the Boston and Albany Railroad Company, (New York Central Railroad Company, lessee).

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Plan

April Meeting 1941

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

April 9, 1941

Selectmen of the Town of West Springfield, Petrs.,
for private railroad, a spur track, across and
upon Bliss Street in said West Springfield, to
connect premises of John Deere Flow Company of
Syracuse, N. Y., with tracks of the Boston and
Albany Railroad Company (New York Central Rail-
road Company, lessee).

INTERLOCUTORY DECREE

In the matter of the above petition, the County Commissioners
having caused due notice to be given of the time and place of the hear-
ing, to wit: March 7, 1941 at 2:45 p.m. on Bliss Street where said
street is crossed by the tracks of the Boston and Albany Railroad, in
West Springfield, and the said Commissioners having met the parties at
the time and place appointed, at which time the parties were fully
heard, and there being no objection, after due consideration, it is
hereby ADJUDGED AND DECREED that public necessity and convenience
requires that the aforesaid petition be and the same is hereby granted
and allowed as prayed for, for the uses and purposes referred to in
said petition.

Thos. J. Costello)

Charles W. Bray)

John G. Maxfield)

) County
) Commissioners
) of the County
) of Hampden
)

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC UTILITIES

SEAL

May 8, 1941

(D.P.U. 6412)

Petition of John Deere Flow Company for consent to the construction
and maintenance of private railroad tracks across Bliss Street at grade
in the Town of West Springfield.

The petitioner is a foreign corporation authorized to do business
in the Commonwealth of Massachusetts. It has a place of business in
the town of West Springfield in this Commonwealth. It is desirous of
constructing a railroad for private use in the transportation of freight,
connecting its premises on the westerly side of Bliss street in said
West Springfield with the tracks of the New York Central Railroad Co.
(Lessee of the Boston and Albany Railroad), to be constructed across
and upon Bliss street at the same level therewith, to consist of a sin-
gle track and to be located as shown on plan entitled: "Plan Showing
Proposed Siding to Land--John Deere Flow Company of Syracuse, Inc.
Located in West Springfield, Mass." Said plan is dated February, 1941
and was made by Cobb, Beesley & Miles, Engineers, of Springfield, Mass.,

and the same is on file with said petition.

It appears that while Bliss street at the proposed point of crossing is an accepted and public way, it is not a finished way. It further appears that the petitioner's property abuts on the westerly side of said Bliss street. Bliss street at the proposed point of crossing seems to be but little used either by vehicular traffic or by foot passengers. The said crossing is to be located immediately northerly in a general direction, of a present private railroad track crossing Bliss street in said town of West Springfield, consents to which were authorized under D.P.U. 1035.

It further appearing, after notice and hearing, that the proposed connection of said railroad with the Boston and Albany Railroad has been assented to by the latter as provided by law, that the Board of Selectmen of the town of West Springfield have approved of the construction of said railroad as indicated herein, and that the County Commissioners of Hampden County have adjudged and decreed that public necessity requires the construction of said railroad across and upon the highway at the same level, according to the plan attached to the petition filed with said County Commissioners,--it is

ORDERED: That the consent of the Department be hereby given to the construction and maintenance by the petitioner of its railroad for private use in the transportation of freight, to be operated by steam power, upon and across the highway known as Bliss street in the town of West Springfield as shown upon a plan on file with the petition. This consent is given subject to the following limitations, conditions and restrictions:

- 1 That each engine, car or train passing in either direction over the grade crossing of said Bliss street shall not exceed a speed of four (4) miles an hour.
- 2 That a flagman shall display a lantern by night whenever an engine, car or train is approaching and while it is passing over said crossing.
- 3 Said crossing shall be maintained only until otherwise ordered by the Department or its successors or by other competent authority.
- 4 The Department reserves the right to change or modify the foregoing conditions and to make such further regulations covering the use of the tracks of the petitioner as may from time to time be deemed by it to be in the public interest.

By order of the Department,

(Signed) ALLAN BROOKS

Secretary

SEAL

A true copy

Attest:

Allan Brooks

Secretary

April Meeting 1941

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

May 13, 1941

Selectmen of the Town of West Springfield, Petrs.,
for private railroad, a spur track, across and
upon Bliss Street in said West Springfield, to
connect premises of John Deere Plow Company of
Syracuse, N. Y., with tracks of the Boston and
Albany Railroad Company (New York Central Rail-
road Company, lessee).

FINAL DECREE

In the matter of the above petition, it appearing that here-
tofore the County Commissioners have adjudged and decreed that public
necessity and convenience requires the construction of said railroad
across and upon said highway at the same level, and it appearing that
by order of the Department of Public Utilities dated May 8, 1941, on
file in this case, consent thereto was granted as follows:

"The consent of the Department be hereby given to
the construction and maintenance by the petitioner
of its railroad for private use in the transportation
of freight, to be operated by steam power, upon and
across the highway known as Bliss Street in the Town
of West Springfield as shown upon a plan on file with
the petition. This consent is given subject to the
following limitations, conditions and restrictions:

- 1 That each engine, car or train passing in either direction
over the grade crossing of said Bliss Street shall not
exceed a speed of four (4) miles an hour.
- 2 That a flagman shall display a lantern by night whenever
an engine, car or train is approaching and while it is
passing over said crossing.
- 3 Said crossing shall be maintained only until otherwise
ordered by the Department or its successors or by other
competent authority.
- 4 The Department reserves the right to change or modify the
foregoing conditions and to make such further regulations
covering the use of the tracks of the petitioner as may
from time to time be deemed by it to be in the public
interest."

NOW THEREFORE, the County Commissioners being of the
opinion that public convenience and necessity requires that said rail-
road cross said Bliss Street as petitioned for, hereby authorized the
construction and the maintenance by the John Deere Plow Company of
Syracuse, New York, of its railroad spur track for private use in the
transportation of its freight to be operated by steam power upon and
across said Bliss Street as shown upon the plan filed by the said John
Deere Plow Company in this case, February 19, 1941, subject to the

April Meeting 1941

same limitations, conditions and restrictions imposed by the Department of Public Utilities in its order hereinbefore set forth.

Thos J. Costello)
 John G. Maxfield) County
 Charles W. Bray) Commissioners
 of the County
 of Hampden

April 9, 1941

VOTED to award Hampden County Tubercular Patients Maintenance Notes Nos. 6,7,8,9 and 10, aggregating \$35,000.00 to Third National Bank and Trust Company of Springfield, Mass., at .12% discount.

Voted to award notes

ORDERED that the amounts charged County of Hampden by Comm. Of Mass., State Sanatorium at Rutland, under contract, be charged to cities and towns in hospital district in the total amount of \$1,527.00 - to be paid to County Treas. on or before April 30, 1941, also ORDERED that County Treas pay to Comm. of Mass., \$1,527.00 plus \$1,018.00, a total of \$2,545.00 on the Sanatorium Account.

Rutland Sanatorium Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioner's Meeting April 9, 1941

ORDERED; That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by an agreement dated October 1, 1937, between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under the date of October 6, 1939, be and the same is hereby charged to the Cities and Towns in the Hospital District in the following amount:

Chicopee	\$447.00
Chester	135.00
Holyoke	675.00
Palmer	135.00
Westfield	135.00
	<u>135.00</u>
	\$1527.00

Said amount to be paid to the County Treasurer of the County of Hampden on or before April 30, 1941. It is also ordered that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of ONE THOUSAND FIVE HUNDRED TWENTY SEVEN (\$1,527.00) DOLLARS plus the sum of ONE THOUSAND EIGHTEEN DOLLARS (\$1,018.00), a total of TWO THOUSAND FIVE HUNDRED FORTY FIVE DOLLARS (\$2,545.00) on the Sanatorium account.

Thos J. Costello)
 Charles W. Bray) County
 John G. Maxfield) Commissioners
 of Hampden
 County

April Meeting 1941

Orders

April 9, 1941

ORDERED, County Treasurer authorized and directed to pay \$105.87 to Town of Brimfield on acct. of County's proportion of cost of work done on Holland, Warren and Brookfield Roads. Case No. 42 - 1940

ORDERED that the sum of \$400.00 which is the balance of County's proportion of cost of work done on Mashapaug Road, Pond Bridge Road, and E. Brimfield Road, be paid from County Treasury to Town of Holland. Case No. 24 - 1940

John G. Maxfield to act as County Comm. in place of Comm. Edward J. Stapleton.

April 16, 1941

VOTE appointing JOHN G. MAXFIELD to act as County Commissioner in place of Commissioner Edward J. Stapleton - because of illness.
(April 16th and April 23rd meetings)

Order of April 9, 1941
Amended

ORDERED that the order adopted on March 25, 1941 (\$35,000.00 Tubercular Patients Maintenance Note dated April 9, 1941) be amended by striking out the words "dated October 1, 1937" and substituting therefor the words "dated October 1, 1940".

Released from Hampden County Training School, on parole.

RICHARD VEAR, released from Hampden County Training School on parole.

Order to Arrest

April 30, 1941

ORDER to arrest John G. O'Connor of West Springfield, holder of a release on parole.

Order to Arrest

May 7, 1941

ORDER to arrest John J. Byrnes (John Byrnes) of Springfield, holder of a release on parole.

Rutland Sanatorium Account

May 14, 1941

ORDERED that the amount charged County of Hampden by Comm. of Mass., State Sanatorium at Rutland, under contract, be charged to the City of Holyoke and the Town of Chester in the Hospital District in the total amount of \$505.50 to be paid to County Treasurer, also ORDERED that County Treasurer pay to Comm. of Mass., \$505.50 plus \$377.00, a total of \$842.50 on the Sanatorium Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting May 14, 1941

ORDERED: That the amount charged the Count of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by an agreement dated October 1, 1937, between the Commonwealth of Mass., Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under the date of October 6, 1939, be and the same is hereby charged to the City of Holyoke and the Town of Chester in the Hospital District in the following amount:

Holyoke	\$367.50
Chester	138.00
	<hr/>
	\$505.50

April Meeting 1941

Said amount to be paid to the County Treasurer of the County of Hampden. It is also ordered that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of FIVE HUNDRED AND FIVE DOLLARS and FIFTY CENTS (\$505.50), plus the sum of THREE HUNDRED AND THIRTY-SEVEN DOLLARS (\$337.00), a total of EIGHT HUNDRED FORTY-TWO DOLLARS AND FIFTY CENTS (\$842.50) on the Sanatorium account.

Thos. J. Costello)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden.

May 28, 1941

Raymond Taylor to be released from Hampden County Training School on parole, June 21, 1941.

Released from Hampden
 County Training
 School, on Parole.

Orders

ORDERED that the sum of \$600.00 be paid from County Treasury to Town of Agawam for work done on so much of the Agawam-West Springfield Bridge as lies in the Town of Agawam.

ORDERED, County Treasurer authorized and directed to pay \$706.40 to the City of Chicopee on acct of County's proportion of cost of work done on North Chicopee Street. Case No. 41 - 1940.

ORDERED, County Treasurer authorized and directed to pay sum of \$634.28 to the City of Holyoke on acct of County's proportion of cost of work done on South Hadley Bridge. Case No. 70 - 1939

ORDERED, that the sum of \$15.35 which is balance of County's proportion of cost of work done on certain highways in Palmer be paid from County Treasury to said Town of Palmer. Case No. 43 and No. 65 - 1940.

June 11, 1941

ORDERED that the amount charged County of Hampden by Comm. of Mass., State Sanatorium at Westfield, under contract, be charged to the Cities and Towns in the Hospital District in the total amount of \$8,512.50 to be paid to County Treasurer on or before June 30, 1941, ALSO ORDERED that County Treasurer pay to Comm. of Mass., \$8,512.50 plus \$5,675.00, a total of \$14,187.50.

Westfield
 Sanatorium Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

June 11, 1941

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 25 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in Hospital District in the Following amounts:

Chicopee	\$3,021.00
Holyoke	1,320.00
Ludlow	429.00
Monson	319.50

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Palmer	\$409.50
Southwick	138.00
Westfield	1,615.50
West Springfield	223.00
Wilbraham	<u>378.00</u>
	\$8,512.50

Said amounts to be paid to the County Treasurer of the County of Hampden on or before June 20, 1941. IT IS ALSO ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Eight Thousand Five Hundred and Twelve Dollars and Fifty Cents (\$8,512.50) plus the sum of Five Thousand Six Hundred and Seventy-five Dollars (\$5,675.00), a total of Fourteen Thousand One Hundred and Eighty-seven Dollars and Fifty Cents (\$14,187.50).

Thos. J. Costello }
Charles W. Bray } County
Edward J. Stapleton } Commissioners
of the County
of Hampden.

Order

June 11, 1941

ORDERED, County Treasurer authorized and directed to pay \$231.90 to City of Holyoke on acct of County's proportion of cost of work done on South Hadley Bridge. Case No. 70 - 1939

Damages Done
By Dogs

Land Damages

Sundry Accounts

Sundry Accounts being presented, are allowed, and the same amounting to the sum of

June 18, 1941

Hampden, ss:

Judgment is entered up according to reports etc., and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

CLERK.

13 June Meeting 1941

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and Holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, being the twenty-fourth day of said month, and from time to time to the first day of October, in the year of our Lord One Thousand Nine Hundred and Forty-One.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway known as "West Street" in the Town of Ludlow,

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine relocation.

DATED this 30th day of September, 1940.

Aldie J. Letourneau Chairman,

Robert M. Mackintosh Board of

Stanley F. Kartz Selectmen
Town of Ludlow,
Massachusetts.Ludlow, Selectmen of
the Town of, Petrs.
for relocation of
West Street.

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Plan

The foregoing petition was entered on the 14th day of October, 1940, and due proceedings having been had thereon, on the first day of October 1941, said Commissioners file the following relocation report:

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, ss. County Commissioners' Meeting October 1, 1941

On the Petition of the Selectmen of the Town of Ludlow and others, praying for a highway to be relocated (West Street) in Ludlow. It appearing that all persons and corporations interested therein has been duly notified of the time and place of meeting, the said County Commissioners did, on the first day of November A.D. 1940, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate said highway in the manner following:

Beginning at a point on the north bank of the Chicopee River, said point being 15 feet westerly of a 2nd point also on the north bank of said river, said point also being about 25 feet easterly of the center line of the bridge crossing said river to Indian Orchard, thence running Easterly along said river bank 15 feet to said 2nd point; thence running Northerly at right angles to the first mentioned course 10 feet

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to a monument; thence continuing Northerly on the same course 65 feet to a monument; the westerly side line of the location being 73 feet distant from the parallel to this course; thence running northerly in a curve to the east, said curve having a radius of 443.15 feet and a central angle of $44^{\circ} 34'$, 344.7 feet to a monument; thence northeasterly 93.04 feet to a monument, the westerly side line of the location being 95 feet distant from and parallel to this course; thence turning a deflection angle of $35^{\circ} 09' 30''$ to the west and running northerly 1392.0 feet to a monument; thence turning a deflection angle of $15^{\circ} 04' 30''$ to the west and running northerly, crossing Cady Street, 1000.3 feet to a monument; thence turning a deflection angle of $19^{\circ} 21'$ to the west and running northwesterly 471.8 feet to a monument; thence turning a deflection angle of $22^{\circ} 03' 30''$ to the East and running Northerly 430.26 feet to a monument; thence turning a deflection angle of $7^{\circ} 59' 30''$ to the East and running Northerly 353.38 feet to a monument; thence running Northeasterly in a curve to the East, said curve having a radius of 275.0 feet and a central angle of $56^{\circ} 15'$, 269.98 feet to a monument; thence running Northeasterly 171.51 feet to a monument; thence turning a deflection angle of $14^{\circ} 28' 30''$ to the West and running Northeasterly 1572.52 feet to a monument; thence turning a deflection angle of $7^{\circ} 26' 30''$ to the West and running Northeasterly 590.12 feet to a monument; thence turning a deflection angle of 9° to the West and running Northerly 221.87 feet to a monument; thence turning a deflection angle of $8^{\circ} 15' 30''$ to the West and running Northerly 471.78 feet to a monument; thence turning a deflection angle of $2^{\circ} 07' 30''$ to the West and running Northerly 498.85 feet to a monument; thence turning a deflection angle of $2^{\circ} 26'$ to the East and running Northerly 405.45 feet to a monument; thence continuing on the same course, crossing Holyoke Road, running Northerly 183.65 feet to a monument; thence turning a deflection angle of $29^{\circ} 22' 30''$ to the West and running Northerly 748.36 feet to a monument; thence running Northerly in a curve to the East, said curve having a radius of 485.33 feet and a central angle of $19^{\circ} 21'$, 163.89 feet to a monument; thence running Northeasterly 337.49 feet to a monument; thence turning a deflection angle of $3^{\circ} 25' 30''$ to the East and running Northeasterly 142.20 feet to a monument; thence turning a deflection angle of $5^{\circ} 38'$ to the East and running Northeasterly 472.63 feet to a monument; thence turning a deflection angle of $1^{\circ} 54' 30''$ to the West and running Northeasterly 709.53 feet to a monument; thence running Northeasterly in a curve to the East, said curve having a radius of 408.54 feet and a central angle of $32^{\circ} 45' 30''$, 232.83 feet to a monument; thence running Northeasterly 286.38 feet to a drill hole in a large field stone; thence turning a deflection angle of $12^{\circ} 12'$ to the West and running Northeasterly 747.49 feet to a monument; thence running Northeasterly in a curve to the West, said curve having a radius of 722.91 feet and a central angle of $34^{\circ} 49' 30''$, 439.4 feet to a monument; thence running Northerly 615.61 feet to a monument; thence turning a deflection angle $2^{\circ} 33'$ to the West and running Northerly 329.48 feet to a monument; thence turning a deflection

angle of $1^{\circ} 34'$ to the West and running Northerly, by Nash Road, 363.41 feet to a monument; thence running Northerly in a curve to the West, said curve having a radius of 334.0 feet and a central angle of $29^{\circ} 12'$, 170.22 feet to a monument; thence running Northerly 326.8 feet to a monument; thence turning a deflection angle of $4^{\circ} 57'$ to the East and running Northerly 374.7 feet to a monument; thence running Northerly in a curve to the East, said curve having a radius of 1062.55 feet and a central angle of $23^{\circ} 02'$, 427.15 feet to a monument; thence running Northerly 269.02 feet to a monument; thence turning a deflection angle of $1^{\circ} 01'$ to the East and running Northerly 712.44 feet to a monument; thence running Northerly in a curve having a radius of 612.81 feet and a central angle of $42^{\circ} 23'$, 453.3 feet to a monument; thence running Northwesterly 660.24 feet to a monument; thence turning a deflection angle of $3^{\circ} 05'$ to the East and running Northwesterly 276.1 feet to a monument; thence running Northerly in a curve to the East, said curve having a radius of 207.0 feet and a central angle of $46^{\circ} 14'$, 167.00 feet to a monument; thence running Northeasterly 1144.15 feet to a monument; thence turning a deflection angle of $0^{\circ} 36'$ to the East and running Northeasterly 864.5 feet to a monument; thence turning a deflection angle of $0^{\circ} 51'$ to the West and running Northeasterly 385.5 feet to a monument; thence turning a deflection angle of $0^{\circ} 28'$ to the West and running Northeasterly 989.7 feet to a monument; thence turning a deflection angle of $0^{\circ} 18'$ to the East and running Northeasterly 501.78 feet to a monument; thence turning a deflection angle of $2^{\circ} 20'$ to the East and running Northeasterly 1270.0 feet to a monument at Fuller Street. The westerly side line of the location of West Street being 50 feet distant from and parallel to the described courses except as mentioned for the first two westerly courses in this description.

The foregoing description is indicated on plans prepared by P. L. Wood, Engineer, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and in the office of the Town Clerk of Ludlow, and marked as follows:

PLAN SHOWING

RELOCATION OF

WEST ST. LUDLOW

Hampden County, Mass.

As Laid Out By The County Commissioners

Aug. 1941

Scale: $1" = 40'$

P. L. Wood, Engr.

The relocation does not involve the taking of any land by Eminent Domain.

Any improvement of said way shall be made at the expense of the Town of Ludlow. Any legal damages sustained by any abutter shall be paid by said Town.

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Thos. J. Costello }
Charles W. Bray } County
Edward J. Stapleton } Commissioners.

HAMPDEN, ss.

County Commissioners' Meeting October 1, 1941

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Lewis A. Twitchell Asst. Clerk.

Hampden, Selectmen of the Town of, Petrs. for re-location, alterations and specific repairs on Glendale Rd., the work to begin at end of work of 1938 and extend northerly for a distance of 2600 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Hampden in said County, that common convenience and necessity require that the highway leading from Hampden to Wilbraham and known as Glendale Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as be necessary, the work to begin at end of work of 1938 and extend in a northerly direction for a distance of 2600 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after, notice, view and hearing, may make such re-location and alteration and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 10th day of May, 1941.

Neil S. Kibbe

William Burns

John J. Flynn

SELECTMEN OF THE TOWN OF HAMPDEN.

The foregoing petition was entered on the 12th day of May, 1941, and due proceedings having been had thereon, on the 20th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 20, 1941

On the petition of the Selectmen of the Town of Hampden for relocation, alterations and specific repairs on Glendale Road, the work to begin at the end of work of 1938 and extend northerly for a distance of 2600 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A.D. 1941, hear

all parties interested at the Town Hall in Hampden and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous roadmix and otherwise improve about 2,000 feet of road in Hampden, leading to Wilbraham, and being known as the Glendale Road; the work to begin at the end of the section of said road improved in 1938, station 106+50, and extend in a northerly direction to station 126+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed ONE THOUSAND EIGHT HUNDRED DOLLARS (\$1,800) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Hampden.

Thos. J. Costello)
 Charles W. Bray) County
 Commissioners
 of the County
 of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Hampden in said County, that common convenience and necessity require that the highways

- (1) Leading from Hampden to Somers and known as Somers Road, beginning at junction of Main Street and Somers Road, and extend in a southerly direction for 1.6 mile to the Connecticut State Line;
- (2) leading from Hampden to Springfield and known as Allen Street or Springfield Road, beginning where work left off in 1940 and extend in a northerly direction for a distance of approximately .6 mile;
- (3) leading from North Monson Road to Somers Road and known as Main street, beginning from Hatch & Son's Store and extend in an easterly direction for approximately 1000 feet

be specifically repaired and maintained as may be necessary.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 5th day of May, 1941.

Neil S. Kibbe
 William Burns
 John J. Flynn

SELECTMEN OF THE TOWN OF HAMPDEN.

Hampden, Selectmen of the Town of, Petrs. for specific repairs on Somers Rd., Allen St., and for aid. (Allen St. also known as Springfield Road)

The foregoing petition was entered on the 12th day of May, 1941, and due proceedings having been had thereon, on the 20th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 20, 1941

On the petition of the Selectmen of the Town of Hampden for specific repairs on Somers Road, Allen Street and Main Street, and for aid. (Allen Street also known as Springfield Road).

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A.D. 1941, hear all parties interested at the Town Hall in Hampden, and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Springfield Street and Somers Road as follows:

Springfield Street leading from Hampden to Springfield, station 60+50 to station 90+0, 2,950 feet, no. westerly direction;

Somers Road leading from Hampden to Somers, Ct., Station 0+0 to station 86+0, 8,600 feet, southerly direction;

in accordance with specifications set forth in agreement of the Department of Public Works- Division of Highways and District Highway Engineer's Report, both on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Hampden.

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
of Hampden

Hampden, Selectmen of the Town of, Petrs. for specific construction and repairs to bridge and approaches on South Monson Road, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the TOWN OF HAMPDEN in said County, that common convenience and necessity require that the bridge and approaches on South Monson Road be constructed and otherwise repaired as may be necessary.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific construction and repairs and order them to be made, and that said County contribute to the expense of said repairs together with an

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appropriation from the State and Town.

Dated this 5th day of May, 1941.

Neil S. Kibbe

William Burns

John J. Flynn

SELECTMEN OF THE TOWN OF HAMPDEN.

The foregoing petition was entered on the 12th day of May, 1941, and due proceedings having been had thereon, on the 18th day of December 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 18, 1941

On the Petition of the Selectmen of the Town of Hampden for specific construction and repairs to bridge and approaches on South Monson Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August A.D. 1941, hear all parties interested at the Town Hall in Hampden and did adjudge that a new bridge should be constructed and specific repairs on the approaches should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the construction of a multiplate corrugated iron arch bridge on South Monson Road over Temple Brook in the Town of Hampden and Specific repairs on the approaches, according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed NINE HUNDRED AND TWENTY-FIVE DOLLARS (\$925.00) towards the construction of said bridge and repairs on the approaches.

All damages sustained by any person by reason of said construction on this bridge and repairs on the approaches shall be paid by the Town of Hampden.

Thos. J. Costello)
Charles W. Bray	) County
Edward J. Stapleton	) Commissioners
	) of the County
	) of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of West Springfield in said County, that common convenience and necessity require that the following highway be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:

West Springfield,
Selectmen of the Town
of, Petrs. for specific
repairs on Park Street
the work to begin at
Elm St. and extend w
westerly for a dis-
tance of 2200 feet
more or less, and for
aid.

June Meeting 1941

Park Street leading from Elm Street to River Street
the work to begin at Elm Street and extend in a
westerly direction for a distance of 3200 feet
more or less

WHEREFORE your petitioners pray that your Honorable Board after
notice, view and hearing, may determine and specify such specific re-
pairs and order them to be made, and that said County contribute to
the expense of said repairs together with an appropriation from the
State and Town.

Dated this Twelfth day of May, 1941.

James R. Dearden

Howard M. Teece

Frank T. Raleigh

SELECTMEN OF THE TOWN OF WEST SPRINGFIELD

The foregoing petition was entered on the 13th day of May, 1941,
and due proceedings having been had thereon, on the 10th day of
September, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 10, 1941

On the petition of the Selectmen of the Town of West
Springfield for specific repairs on Park Street, the work to begin at
Elm Street and extend westerly for a distance of 3200 feet more or less
and for aid.

It appearing that all persons and corporations interested
therein had been duly notified of the time and place of meeting, the
said Commissioners did on the fourth day of June, A.D. 1941, view said
highway and hear all parties interested and did adjudge that specific
repairs should be made. At the time of said hearing no person in-
terested having objected after adjudicating as aforesaid, said Commis-
sioners order specific repairs made by constructing a section of high-
way beginning at Station 43+11.26, on Park Street at the junction of
River Road, and extending thence along Park Street in a general east-
erly direction for a distance of about 2038 feet to Station 63+49.38,
at the intersection of Elm Street, plus appurtenant approaches at the
easterly end of the project - in accordance with specifications set
forth in agreement of the Department of Public Works-Division of
Highways, on file with this case.

These repairs to be made and completed to the satisfaction
of the County Commissioners and the County of Hampden shall pay to the
Town of West Springfield a sum not to exceed FIVE THOUSAND DOLLARS
(\$5,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of West Springfield.

Thos. J. Costello)
County
Charles W. Bray) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that specific repairs be made to the following highways located in the said town as follows:

- Hampden Road, maintenance repairs.
- Parker Street, maintenance repairs.

East Longmeadow,
Selectmen of the Town
of, Petrs. for specific
repairs on Hampden
Road and Parker St.,
and for aid.

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Wherefore your Petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that the County of Hampden shall contribute to the expense of said repairs \$800.00, together with an appropriation for the State and Town.

Dated this twenty-fifth day of March 1941.

Leo D. Glynn
Lloyd C. Clark
Sanford P. Nooney
Selectmen of the Town of
East Longmeadow

- Hampden Road, beginning at the Hampden Line, station 102+25, and extending westerly toward Parket Street, station 77, a distance of about 2500 feet;
- Parker Street, beginning at end of 1940 work, station 95, and extending northerly to the Springfield line (Allen Street), a distance of about 9350 feet.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT THE undersigned, Selectmen, and Road Commissioners of the Town of MONSON in said County, that common convenience and necessity require that the highway leading from WALES TO MONSON and known as WALES ROAD be specifically repaired by grading, resurfacing or hardening and otherwise repaired as necessary, the work to begin at WALES-MONSON LINE and extend in a WESTERLY direction for a distance of 18,000 feet more or less;

Monson, Selectmen and
Road Commissioners of
the Town of, Petrs. for
specific repairs on
State Avenue and Main
Street, and for aid.

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that common convenience and necessity require that the highway leading from PALMER TO MONSON and known as STATE AVENUE be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at QUABOAG BRIDGE and extend in a SOUTHERLY direction for a distance of 5000 feet more or less;

June Meeting 1941

that common convenience and necessity require that the highway leading from MONSON TO CONNECTICUT AT STATE LINE and known as MAIN STREET be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at END OF STATE HIGHWAY And extend in a SOUTHERLY direction for a distance of 4400 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 14th day of May 1941.

Alfred W. Borgeson
Gildo J. Uliana
Edw. J. Dunn

Howard L. Carew
George McConchie
Frank Carter

BOARD OF ROAD COMMISSIONERS
OF THE TOWN OF MONSON

SELECTMEN OF THE TOWN OF
MONSON

The foregoing petition was entered on the 23rd day of May, 1941, and due proceedings having been had thereon, on the 20th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 20, 1941

On the petition of the Selectmen and Road Commissioners of the Town of Monson for specific repairs on State Avenue and Main Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1941, hear all parties interested at the Town Hall in Monson and did adjudge that specific repairs should be made. At the time of said hearing no Person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Main Street 2,350 feet, State Avenue 3,693 feet, and Wales Road 10,200 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Monson.

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
of Hampden

June Meeting 1941

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen and Road Commissioners of the Town of MONSON in said County, that common convenience and necessity require that the highway leading from MONSON TO CONNECTICUT AT STATE LINE and known as MAIN STREET be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at SQUIER'S GARAGE and extend in a SOUTHERLY direction for a distance of 1200' feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 14th day of May 1941.

Alfred W. Borgeson

Gildo J. Uliana

Edward J. Dunn

BOARD OF ROAD COMMISSIONERS
OF THE TOWN OF MONSON

Howard L. Carew

George McConchie

Frank Carter

SELECTMEN OF THE TOWN
OF MONSON

The foregoing petition was entered on the 22nd day of May, 1941, and due proceedings having been had thereon, on the 27th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting

August 27, 1941

On the petition of the Selectmen and Road Commissioners of the Town of Monson for specific repairs on Main Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1941, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 900 feet of road in Monson, leading to Palmer, and being known as Main Street (Route #32); the work to begin at the end of the section of said road improved in 1938, station 23+50, and extend in a southerly direction to station 33+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden.

Monson, Selectmen and Road Commissioners of the Town of, Petrs. for specific repairs on Main Street, the work to begin at Squier's Garage and extend southerly for a distance of 1200 feet more or less, and for aid.

June Meeting 1941

shall pay to the Town of Monson a sum not to exceed Two Thousand Five Hundred Dollars (\$2,500.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Monson.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Westfield, Mayor of
the City of, Petr.
for repairs or im-
provements on Little
River Road and Little
River Street, (Route
#187), from Route #20
at a point westerly of
the State Bridge,
southerly and east-
erly to Sherman's Mill
Bridge, a distance of
about 6,000 feet,
and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that Little River Road and Little River Street, (Route #187) from Route #20 at a point a little westerly of the State Bridge southerly and easterly to Sherman's Mill Bridge, a total distance of about 6,000 feet, be graded, macadamized and otherwise improved, as may be necessary.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this twenty-fourth day of May 1941.

Alice D. Burke
Mayor of the City of Westfield.

CITY OF WESTFIELD, MASSACHUSETTS

May 23, 1941

TO WHOM IT MAY CONCERN:

This is to certify that at the last regular meeting of the City Council of the City of Westfield held May 15, 1941, it was VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid to grade, macadamize and otherwise improve, as may be necessary, Little River Road and Little River Street, (Route #187) from Route #20 at a point a little westerly of the State Bridge southerly and easterly to Sherman's Mill Bridge, a total distance of about 6,000 feet, and to sign on behalf of the City, a contract with the State covering any construction work connected with the same.

The above vote was approved by the Mayor May 23, 1941.

Attest

SEAL

Harold Whittemore
City Clerk

~~The foregoing petition was entered on the 26th day of May, 1941, and proceedings having been had thereon, on the 27th day of August, 1941,~~

June Meeting 1941

THE foregoing petition was entered on the 26th day of May, 1941, and due proceedings having been had thereon, on the 27th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 27, 1941

On the petition of the Mayor of the City of Westfield for repairs or improvements on Little River Road and Little River Street (Route #187), from Route #20 at a point westerly of the State Bridge, southerly and easterly to Sherman's Mill Bridge, a distance of about 6,000 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A. D. 1941, hear all parties interested at the City Hall in Westfield and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 2,504± feet of road in Westfield, leading to Agawam, and being known as the Little River Road (Route 187); The work to begin at the westerly end of the bridge at the junction of Feeding Hills and Pontoosic Roads, station 58+53.72, and extend in a westerly direction to station 33+50±; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed THREE THOUSAND FIVE HUNDRED DOLLARS (\$3,500.) toward the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Westfield.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that about 18,555 feet of the road leading from Westfield to Southampton (Route #10), being known as College Highway, from the bridge over the Holyoke and Westfield Railroad to the Southampton line be repaired, resurfaced with bituminous material and otherwise improved, as may be necessary.

NOW, THEREFORE, your petitioners pray that your Honorable Board after

Westfield, Mayor of the City of, Petr. for repairs or improvements on College Highway, from the bridge over the Holyoke and Westfield Railroad to the Southampton line, and for aid.

June Meeting 1941

notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this twenty-fourth day of May 1941.

Alice D. Burke

Mayor of the City of Westfield.

City of Westfield, Massachusetts

May 23, 1941

TO WHOM IT MAY CONCERN:

THIS is to certify that at the last regular meeting of the City Council of the City of Westfield held May 15, 1941, it was

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid to repair, resurface with bituminous material, and otherwise improve, as may be necessary, about 18,555 feet of the road leading from Westfield to Southampton (route #10), being known as College Highway, from the bridge over the Holyoke and Westfield railroad to the Southampton line, and to sign on behalf of the City a contract with the State, covering any construction work connected with the same.

The above vote was approved by the Mayor May 23, 1941.

Attest

(Seale)

Harold Whittemore
City Clerk

The foregoing petition was entered on the 26th day of May, 1941, and due proceedings having been had thereon, on the 27th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 27, 1941

On the petition of the Mayor of the City of Westfield for repairs or improvements on College Highway from the bridge over the Holyoke and Westfield Railroad to the Southampton line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A. D. 1941, hear all parties interested at the City Hall in Westfield and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: on such sections as the District Engineer shall direct; 1/3 gal asphalt (MC-2) covered with sand and honed and after this application has set up, 1/4-gal asphalt (RC-1) covered with 1/2" trap rock, from station

0+0 to station 185+55, direction southerly, 18,555 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Westfield.

Thos. J. Costello)
Charles W. Bray	) County
Edward J. Stapleton	) Commissioners
	) of the County
	) of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that the highway leading from Wilbraham to Springfield and known as Springfield Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the east side of the north brance of Mill River and extend in an easterly direction for a distance of approx. 1800 feet more or less.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 27th day of May 1941

Albert E. Martin
George E. Murphy, Jr.
J. Loring Brooks, Jr.

SELECTMEN OF THE TOWN OF WILBRAHAM

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 17, 1941

On the petition of the Selectmen of the Town of Wilbraham for specific repairs on Springfield Street, the work to begin at the east side of the north branch of Mill River and extend easterly for a distance of approximately 1800 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1941, hear all parties interested at the Town Hall in Wilbraham and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said

Wilbraham, Selectmen of the Town of, Petrs. for specific repairs on Springfield Street the work to begin at the east side of the north branch of Mill River and extend easterly for a distance of approx. 1800 feet more or less, and for aid.

Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 1,500+ feet of road in Wilbraham, leading to Springfield, and being known as Springfield Street; the work to begin at a point about 1,700 feet east of the Springfield line, station 17, and extend in an easterly direction to station 32+0+; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wilbraham.

Thos. J. Costello	)County
Charles W. Bray	:Commissioners
Edward J. Stapleton	)of the County
	:of Hampden

Montgomer, Selectmen of the Town of, Petrs. for specific repairs on Main Road, the work to begin at sta. 90 and extend as far as hardened road has been completed, Chapter 90 Maintenance work, and for aid.

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TO the County Commissioners of the County of Hampden:

Respectfully Represent the undersigned, Selectmen of the Town of Montgomery in said county, that common convenience and necessity require that the highway leading from Westfield to Huntington and known as Main Road be specifically repaired by grading, resurfacing or hardening or otherwise repaired as necessary, this work to be done as Chapter 90 Maintenance, starting at Station 90 and extending as far as hardened road has been completed.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to said expense of said repairs to-gether with an appropriation from the State and Town.

Dated this 26th day of May 1941.

Walter D. Allyn
Myron E. Kelso

SELECTMEN OF THE TOWN OF MONTGOMER.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 20, 1941

On the petition of the Selectmen of the Town of Montgomery for specific repairs on Main Road, the work to begin at station 90 and extend as far as hardened road has been completed, Chapter 90 maintenance work, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A. D. 1941,

hear all parties interested at the Town Hall in Montgomery and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on the Main Road from station 95+0 to station 105+0 in a northwesterly direction, 1000 feet; and from station 132+0 to station 149+0 in a northwesterly direction, 1700 ft; and from station 207+0 to station 224+0 in a northwesterly direction, 1700 feet; and from station 259+0 to station 273+0 in a northwesterly direction, 1400 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed TWO HUNDRED DOLLARS (\$200.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Montgomery.

Thos. J. Costello)
) County
Charles W. Bray) Commissioners
) of the County
) of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Brimfield in said County, that common convenience and necessity require that the highway leading from Warren Line to Brimfield and known as Brookfield Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at

107 Plus

and extend in a Southerly direction for a distance of approximately 2,000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alteration and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 2nd day of June 1941.

James H. Blair
Edwin F. Fenton
Roe S. Clark

SELECTMEN OF THE TOWN OF BRIMFIELD.

Brimfield, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Brookfield Road, the work to begin at 107 plus and extend southerly for a distance of 2,000 ft more or less, and for aid.

The foregoing petition was entered on the 10th day of June, 1941, and due proceedings having been had thereon, on the 20th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 20, 1941

On the petition of the Selectmen of the Town of Brimfield for relocation, alterations and specific repairs on Brookfield Road, the work to begin at 107 plus and extend southerly for a distance of 2,000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1941, hear all parties interested at the Town Hall in Brimfield and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made: to grade, surface with bituminous road-mis and otherwise improve about 1,975 feet of road in Brimfield, leading from Brookfield, and being known as the Brookfield Road; the work to begin at the end of the section of said road constructed in 1938, station 128, and extend in a southwesterly direction to station 147+75, in accordance with specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Brimfield.

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
of Hampden

Brimfield, Selectmen
of the Town of, Petrs.
for specific repairs
on Holland Road,
Warren Road and
Brookfield Rd., and
for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of BRIMFIELD in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:

Holland Road leading from Holland Line to Brimfield, the work to begin at the Holland Town Line and exten in a Northerly direction for a distance of 10,000 feet more or less.

Warren Road leading from Warren to Brimfield, the work to begin at the Warren Line and extend in a Southerly direction for a distance of 15,000 feet more or less.

Brookfield Road leading from Brookfield to Brimfield, the work to begin at the Warren Town Line and extend in a Southerly direction for a distance of 12,000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 2nd day of June 1941.

James Blair
Edwin F. Fenton
Roe S. Clark

Selectmen of the Town of Brimfield

The foregoing petition was entered on the 10th day of June, 1941, and due proceedings having been had thereon, on the 27th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 27, 1941

On the petition of the Selectmen of the Town of Brimfield, for specific repairs on Holland Road, Warren Road and Brookfield Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1941, hear all parties interested at the Town Hall in Brimfield and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Brookfield Road 13,800 feet, Warren Road 16,082 feet, and Holland Road 11,436 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the town of Brimfield;

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Blandford, Selectmen of the Town of, Petrs. for specific repairs on Blandford and Russell Stage Road, the work to begin at Russell and Blandford Town line and extend westerly towards Blandford for a distance of 2200 ft more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Blandford in said County, that common convenience and necessity require that the highway leading from Blandford Village to Russell Town Line and known as Blandford and Russell Stage Road be specifically repaired as may be necessary, the work to begin at Russell and Blandford Town Line and extend in a westerly direction towards Blandford for a distance of about 3200 feet more or less.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this seventh day of June 1941.

W. V. Bodurtha

L. N. Mason

Selectmen of the TOWN of Blandford

The foregoing petition was entered on the 10th day of June, 1941, and due proceedings having been had thereon, on the 20th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 20, 1941

On the petition of the Selectmen of the Town of Blandford for specific repairs on Blandford and Russell Stage Road, the work to begin at Russell and Blandford Town Line and extend westerly towards Blandford for a distance of 3200 feet more or less,

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A. D. 1941, hear all parties interested at the Russell-Blandford Town Line in Blandford and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected as aforesaid, said Commissioners order the following repairs made: to widen reinforced concrete bridge and to grade and otherwise improve about 2,130 feet of road in Blandford, leading to Russell, and being known as the Russell Road; the work to begin at the end of the section of said road improved in 1938, station 117, and extend in an easterly

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direction to station 138+30; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Blandford.

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESEPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Blandford in said County, that common convenience and necessity require that the highway leading from Blandford Village to Russell Town Line and known as Blandford and Russell Stage road be specifically repaired by a surface treatment, the work to begin at station 27 and extend in an easterly direction to station 69 a distance of about 2700 feet, also the same treatment to be applied on the Otis road, known as the Barrington Road begining at station 134 and extending in an easterly direction to the junction of the State Highway at Blandford Center a distance of about one mile all being on route 23.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs to-gether with an appropriation from the State and Town.

Dated this seventh day of June 1941

W. V. Bodurtha
L. N. Mason

Selectmen of the Town of Blandford

The foregoing petition was entered on the 10th day of June, 1941, and due proceedings having been had thereon, on the 20th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 20, 1941

On the petition of the Selectmen of the Town of Blandford for specific repairs on Blandford and Russell Stage Road beginning at sta 27 and extending easterly to sta 69, about 2700 feet, also specific repairs on Otis Road known as Barrington Road beginning at station 134

Blandford, Selectmen of the Town of, Petrs. for specific repairs on Blandford and Russell Stage Rd., Beginning at sta 27 and extending easterly to station 69, about 2700 ft, also specific repairs on Otis Road known as Barrington Rd beginning at station 134 and extending easterly to junction of State Highway at Blandford Center, about one mile, and for aid.

and extending easterly to junction of State Highway at Blandford Center, about one mile, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A. D. 1941, hear all parties interested at the Russell-Blandford Town Line in Blandford and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected ater adjudicating as aforesaid, said Commissioners order specific repairs made on as aforesiad, said Commissioners order specific repairs made on Otis Stage Road, from station 241+0 to station 296+0 in an eaterly direction 5,500 feet; Russell Stage Road, from station 22+0 to station 42+0 and from station 59+0 to station 69+0 in an easterly direction 3,000 feet; Cobble Mountain Road from station 0+0 to station 8+0 in a south-erly direction, 800 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of these roads.

All damages sustained by any person by reason of said re-pairs on these roads shall be paid by the Town of Blandford.

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
of Hampden

Wales, Selectmen of the Town of, Petrs. for specific re-Pairs on Monson Road the work to begin at Monson Town Line and extend easterly for a distance of 3 miles more or less, and for aid/

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of WALES in said County, that common convenience and Necessity require that the highway leading from MONSON to WALES and known as MONSON ROAD be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at MONSON TOWN LINE and extend in an EASTERLY direction for a distance of 3 miles more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 4th day of June 1941.

F. A. Johnson
William T. Bowden
George H. White

Selectmen of the Town of Wales

The foregoing petition was entered on the 16th day of June, 1941, and due proceedings having been had thereon, on the 27th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 27, 1941

On the petition of the Selectmen of the Town of Wales for specific repairs on Monson Road, the work to begin at Monson Town Line and extend easterly for a distance of 3 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1941, hear all parties interested at the Town Hall in Wales and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Monson Road, 15,700 Feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wales.

Thos. J. Costello }
Charles W. Bray } County
Edward J. Stapleton } Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the town of Chester in said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield and known as East River Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 123 and extend in a Northerly direction for a distance of 4200 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this tenth day of June 1941.

Thomas Rose
Leon J. Kelso
Joseph T. Zisk

SELECTMEN OF THE TOWN OF CHESTER

Chester, Selectmen of the Town of, Petrs. for specific repairs on East River Road, the work to begin at sta 123 and extend northerly for a distance of 4200 feet more or less, and for aid.

The foregoing petition was entered on the 18th day of June, 1941, and due proceedings having been had thereon, on the 10th day of September, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 10, 1941

On the petition of the Selectmen of the Town of Chester for specific repairs on East River Road, the work to begin at station 123 and extend northerly for a distance of 4200 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A. D. 1941, hear all parties interested at the Town Hall in Chester and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade and otherwise improve about 3,000 feet of road in Chester, leading from Huntington to Worthington, and being known as the East River Road; the work to begin at a point about 13,500 feet from the Huntington line, station 135, and extend in a northerly direction to station 165; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Chester.

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
of Hampden.

Chester, Selectmen
of the Town of, Petrs.
for specific repairs
on Chester Hill Rd.,
the work to begin at
station 30 and ex-
tend northerly for a
distance of 6000 feet
more or less, and for
aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield and known as Chester Hill Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station number 30 and extend in a northerly direction for a distance of 6000 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the

expense of said repairs together with an appropriation from the State and Town.

Dated this tenth day of June 1941.

Thomas Rose
Leon J. Kelso
Joseph T. Zisk

SELECTMEN OF THE TOWN OF CHESTER

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 17, 1941

On the Petitions of the Selectmen of the Town of Chester for specific repairs on Chester Hill Road, the work to begin at station 30 and extend northerly for a distance of 6000 feet more or less, and for aid; and for specific repairs on East River Road, the work to begin at station 231 and extend northerly for a distance of 6000 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 50 and No. 51 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A. D. 1941, hear all parties interested at the Town Hall in Chester and did adjudge that specific repairs should be made. At the time of said hearings no persons interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Chester Hill Road beginning at station 20+0 and going N.W. to station 80+0 and on East River Road beginning at station 230+0 and going N.W. to station 290+0; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed FOUR HUNDRED FIFTY DOLLARS (\$450.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Chester.

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield and known as East River Road be specifically repaired by grading, resurfacing or

Chester, Selectmen of the Town of, Petrs. for specific repairs on East River Road, the work to begin at sta. 231 and extend northerly for a distance of 6000 ft more or less, and for aid.

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hardening and otherwise repaired as may be necessary, the work to begin at Station 231 and extend in a northerly direction for a distance of 6000 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this tenth day of June 1941.

Thomas Rose

Leon J. Kelso

Joseph T. Zisk

Selectmen of the Town of Chester

The foregoing petition was entered on the 18th day of June, 1941, and due proceedings having been had thereon, on the 17th day of September, 1941, said Commissioners file the following Final Decreed:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 17, 1941

On the Petitions of the Selectmen of the Town of Chester for specific repairs on Chester Hill Road, the work to begin at station 30 and extend northerly for a distance of 6000 feet more or less, and for aid; and for specific repairs on East River Road, the work to begin at station 231 and extend northerly for a distance of 6000 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 50 and No. 51 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A. D. 1941, hear all parties interested at the Town Hall in Chester and did adjudge that specific repairs should be made. At the time of said hearings no persons interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Chester Hill Road beginning at station 20+0 and going N. W. to station 80+0 and on East River Road beginning at station 230+0 and going N.W. to station 290+0; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed FOUR HUNDRED FIFTY DOLLARS (\$450.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Chester.

Thos. J. Costello)
 Charles W. Bray) County
 Commissioners
 of the County
 of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:

Mashapaug Road leading from Holland to Mashapaug, Conn. the work to begin at Holland end and extend in a southerly direction for a distance of 2000 feet more or less;

Pond Bridge Road leading from Brimfield Road to East Brimfield Road the work to begin at intersection of Pond Bridge and Brimfield Roads and extend in an easterly direction for a distance of 1300 feet more or less;

Brimfield Road leading from Brimfield line to Holland center the work to begin at Brimfield line and extend in a southerly direction for a distance of 2000 feet more or less;

East Brimfield Road leading from Holland to Sturbridge, Mass. the work to begin at intersection of Dug Hill Road and extend in a north easterly and easterly direction for a distance of 10000 feet more or less;

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation for the State and Town.

Dated this 2nd day of June 1941.

Lewis E. Howlett
 Walter F. Cummings
 A. R. Phenner

SELECTMEN OF THE TOWN OF HOLLAND

The foregoing petition was entered on the 18th day of June, 1941, and due proceedings having been had thereon, on the 20th day of August, 1941, said Commissioners file the following Final Decree:

Commonwealth Of Massachusetts
 Hampden, ss: County Commissioners' Meeting August 20, 1941

On the Petition of the Selectmen of the Town of Holland for specific repairs on Mashapaug Road, Pond Bridge Road, Brimfield Road and East Brimfield Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A.D. 1941, hear all

Holland, Selectmen of the Town of, Petrs. for specific repairs on Mashapaug Road, Pond Bridge Road and Brimfield Road and East Brimfield Road, and for aid.

parties interested at the Town Hall in Holland, and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Brimfield Road 10,450 feet, East Brimfield Road 2,650 feet, Mashapaug Road 15,625 feet, and Pond Bridge Road 2,650 feet, in accordance with specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Holland.

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
of Hampden

Southwick, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Sheep-pasture Rd., the work to begin at the end of present improved section and extend southerly for a distance of two miles more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Southwick in said County, that common convenience and necessity require that the highway leading from the improved section of Sheeppasture Road southerly to Route 197, Congamond Road and known as Sheeppature Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the present improved and extend in a southerly direction for a distance of two miles more or less.

WHEREFORE YOUR petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this twenty-eighth day of May 1941.

Henry D. Altobello
Albert F. Johnson
James W. Phelps
SELECTMEN OF THE TOWN OF
SOUTHWICK

The foregoing petition was entered on the 21st day of June, 1941, and due proceedings having been had thereon, on the 17th day of September, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 17, 1941

On the petition of the Selectmen of the Town of Southwick for relocation, alterations and specific repairs on Sheep Pasture Road, the work to begin at end of present improved section and extend southerly for a distance of two miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A.D. 1941, hear all parties interested at the Town Hall in Southwick and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 3,018 feet of road in Southwick, leading to Congamond, and being known as the Sheep Pature Road; the work to begin at the junction of Point Grove Road, station 105+68, and extend in a southerly direction to station 75+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Southwick.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Southwick in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening and otherwise repaired as may be necessary:
Route No. 57, known as the Feeding Hills road, leading from Agawam to Granville the work to begin at Agawam Town Line and exten in a westerly direction for a distance of 5 miles more or less;
Congamond Road leading from Conn. State Line to College Highway the work to begin at State Line, and extend in a Westerly direction for a distance of 2 miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the

Southwick, Selectmen of the Town of, Petrs. for specific repairs on Route No. 57, known as Feeding Hills Road, and Congamond Road, and for aid.

expense of said repairs together with an appropriation from the State and Town.

Dated this twenty eighth day of May 1941.

Henry D. Altobello

James W. Phelps
SELECTMEN OF THE TOWN OF SOUTHWICK.

The foregoing petition was entered on the 21st day of June, 1941, and due proceedings having been had thereon, on the 3rd day of September, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 3, 1941

On the petition of the Selectmen of the Town of Southwick for specific repairs on Route No. 57, known as Feeding Hills Road, and Congamond Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A.D. 1941, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Feeding Hills Road from station 30+0 to station 194+88 - 16,488 feet - in an easterly direction; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Southwick.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

PETITION of the DIRECTORS of the BOSTON AND ALBANY RAILROAD COMPANY For Alterations in Bridge No. 90.74, Ludlow Road, Wilbraham.

Directors of the Boston And Albany Railroad Company, By the New York Central Railroad Co., Petrs., for alteration in crossing, the approaches thereto, or in said bridge at said crossing; bridge #90.74, Ludlow Road crossing it, - Town of Wilbraham.

June Meeting 1941

To the Honorable Board of County Commissioners for the County of Hampden:

Respectfully represent the Directors of the Boston and Albany Railroad Company that a public way in the town of Wilbraham, County of Hampden and Commonwealth of Massachusetts, known as Ludlow Road, crosses over the tracks of the Boston and Albany Railroad Company by a bridge numbered 90.74; that the Springfield Street Railway Company is authorized to lay and use tracks on said way; that your petitioners deem it necessary for the security or convenience of the public that an alteration, which does not involve the abolition of a crossing at grade, should be made in the said crossing, the approaches thereto, or in said bridge at said crossing.

WHEREFORE, your petitioners pray that this Honorable Board, after a public notice, will hear all parties interested, and if they decide that such alteration is necessary, will prescribe the manner and limits within which it shall be made.

DIRECTORS of the BOSTON AND ALBANY RAILROAD COMPANY,
By the New York Central Railroad Company,

By

Geo. H. Fernald, Jr.
Counsel.

The foregoing petition was entered on the 21st day of June, 1941, and due proceedings having been had thereon, on the 30th day of July, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

PETITION of the DIRECTORS of the BOSTON AND ALBANY
RAILROAD COMPANY For Alterations in Bridge
No. 90.74, Ludlow Road, Wilbraham.

To the Honorable Board of County Commissioners for the County of Hampden:

Respectfully represent the Directors of the Boston and Albany Railroad Company that a public way in the Town of Wilbraham, County of Hampden and Commonwealth of Massachusetts, known as Ludlow Road, crosses over the tracks of the Boston and Albany Railroad Company by a bridge numbered 90.74; that the Springfield Street Railway Company is authorized to lay and use tracks on said way; that your petitioners deem it necessary for the security or convenience of the public that an alteration, which does not involve the abolition of a crossing at grade, should be made in the said crossing, the approaches thereto, or in said bridge at said crossing.

WHEREFORE, your petitioners pray that this Honorable Board, after a public notice, will hear all parties interested and if they decide that such alteration is necessary, will prescribe the manner and limits within which it shall be made.

DIRECTORS OF THE BOSTON AND ALBANY RAILROAD
Company,
By The New York Central Railroad Company,

By

Geo. H. Fernald, Jr.
Counsel.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 30, 1941

In the matter of the above petition, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the sixteenth day of July, 1941, at 2:30 P.M., view said premises described in said petition and hear all parties interested, and at the time of said view and hearing, no person interested having objected, the subject matter of the petition having been fully considered, it is DECIDED that it is necessary for the security and convenience of the public that alterations, which do not involve the abolition of a crossing at grade, should be made in the bridge at said crossing.

Therefore, it is ORDERED, ADJUDGED AND DECREED that said alterations be made as follows:-

1. The present superstructure, consisting of plate girders, floor beams, timber stringers supporting the timber floor, is to be entirely removed.
2. A new superstructure, consisting of an I beam deck span encased in concrete supporting the reinforced slab and roadway, is to be built.
3. The underside of the slab is to have blast plates over both tracks; also on the bottom of each beam.
4. The present abutments are to remain unchanged, except for minor alterations at both back-walls.
5. The present under-clearance is to remain unchanged.
6. The clear width of roadway is to be increased from 19' 8" to 20'.
7. The approaches are to remain unchanged.
8. The bridge is to be designed for H 15 loading, in accordance with the specifications for steel highway bridges issued by the American Association of State Highway Officials dated 1941.
9. The work shall be done substantially in accordance with the plan entitled "Proposed Reconstruction Bridge at Ludlow Road over Tracks of Boston & Albany R.R. in the Town of Wilbraham known as B. & A. Bridge 90.74", dated June 1941, which plan has this day been approved by the County Commissioners and filed with their records.

Thos. J. Costello)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden

Granville, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Main Rd., the work to begin at Sta 25-and extend westerly for a distance of 2000 ft more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity require that the highway leading from southwick to Tolland and known as the Main Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfac-

ing or hardening and otherwise repaired as may be necessary, the work to begin at Station 25- and extend in a westerly direction for a distance of 2000' more or less.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the state and Town.

Dated this sixteenth day of June 1941.

Nels H. Olsen

Buell S. Dickinson

Walter A. Phelon

Selectmen of the Town of Granville.

The foregoing petition was entered on the 26th day of June, 1941, and due proceedings having been had thereon, on the 30th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 20, 1941

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on Main Road, the work to begin at station 25- and extend westerly for a distance of 2000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A.D. 1941, hear all parties interested at the Town Hall in Granville and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 2,050 feet of road in Granville, leading to West Granville, and being known as the Main Road; the work to begin at the end of the section of said road improved in 1938, station 194+50 and extend in a westerly direction to station 215+0+; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this road.

All damages sustained by any person by reason of said

repairs on this road shall be paid by the Town of Granville.

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
of Hampden

Granville, Selectmen
of the Town of, Petrs.
for specific repairs
on Granby Road begin-
ning at State line and
extending northerly
for one mile more or
less; Main Road begin-
ning at Tolland line and
extending easterly
for one-half mile
more or less; and
Main Road beginning
at Southwick line and
extending westerly
for one-half mile
more or less; and for
aid.

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TO THE COUNTY COMMISSIONER OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity require that the highways leading from Granby to Granville and known as the Granby Road, beginning at the State line and extending in a northerly direction for a distance of one mile more or less; that the highway leading from Tolland to Granville and known as the Main Road, beginning at the Tolland line and extendign in an easterly direction for a distance of one half a mile more or less; and that the highway leading from Southwick to Granville and known as the Main Road, beginning at the Southwick line and extending in a westerly direction for a distance of one half a mile more or less be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that the County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this sixteenth day of June 1941.

Nels H. Olsen
Buell S. Dickinson
Walter A. Phelon

Selectmen of the Town of Granville

The foregoing petition was entered on the 26th day of June, 1941, and due proceedings having been had thereon, on the 20th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 30, 1941

On the petition of the Selectmen of the Town of Granville for specific repairs on Granby Road beginning at State line and extending northerly for one mile more or less; Main Road beginning at Tolland line and extending easterly for one-half mile more or less; and Main Road beginning at Southwick line and extending westerly for one-half mile more or less; and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August A.D. 1941, hear all parties interested at the Town Hall in Granville, and did adjudge

that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways, 47,520 feet on Main Road and 5,380 feet on Granby Road, in accordance with specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Granville.

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that the highway leading from Burleigh Crossing to Four Corners and known as Palmer-Bondsville Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Burleigh Crossing and extend in a South to North direction for a distance of 4752 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 4th day of June 1941.

George B. Cheney
Daniel J. Dunn
Charles J. Fountain

SELECTMEN OF THE TOWN OF PALMER

The foregoing Petition was entered on the 30th day of June, 1941, and due proceedings having been had thereon, said Commissioners file the following Motion to Amend Petition and Relocation Report:

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

In the matter of the petition of the Selectmen of the Town of Pamer for specific repairs on Palmer-Bondsville Road, the work to begin at Burleigh Crossing and extend South to North for a distance of 4752 feet more or less, and for aid.

Palmer, Selectmen of the Town of, Petrs. for specific repairs on Palmer-Bondsville Road, the work to begin at Burleigh Crossing and extend South to North for a distance of 4752 feet more or less, and for aid.

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Plan

June Meeting 1941

Now come your petitioners in the above entitled matter and move to amend said original petition by adding thereto in the first paragraph thereof immediately following the word road in the fourth line of said paragraph, the following words "be relocated, that alterations be made in its course and width," - and further that the second paragraph thereof be amended by adding thereto after the word hearing in the second line of said second paragraph the following "may make such relocation and alterations and".

Dated, Palmer, September 17, 1941,

George B. Cheney

Daniel J. Dunn

SELECTMEN OF PALMER

September 24, 1941 - MOTION ALLOWED,

Thos. J. Costello

Chairman, County Commissioners

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 24, 1941

On the petition of the Selectmen of the Town of Palmer for relocation, alterations and specific repairs on Palmer-Bondsville Road, the work to begin at Burleigh Crossing and extend South to North for a distance of 4752 feet more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fourth day of August, A.D. 1941, view said highway and hear all parties interested and did adjudge that common convenience and necessity required that said highway should be relocated and altered and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs on said highway in the manner following:

P A L M E R

1941 County Layout.

The layout is located on the Bondsville Road, so called, and consists of widening and reestablishing the location laid out by the Hampden County Commissioners in 1858.

The layout begins at the northerly end of the county layout made in 1940, extending thence northwesterly and northerly about 0.22 of a mile to the southerly end of the county layout made in 1935; being more fully described as follows:

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in June 1935, and begins

at the northerly end of the base line of the aforesaid 1940 county layout at a point shown on plan as station 55+50.00, extending thence north $16^{\circ} 39' 50''$ west 236.59 feet; thence by a curve to the left of 1500.00 feet radius 256.05 feet; thence north $26^{\circ} 26' 40''$ west 390.52 feet, thence by a curve to the right of 600.00 feet radius 243.07 feet; thence north $3^{\circ} 14' 00''$ west 62.87 feet to a point at the end of the layout, marking the southerly end of the base line of the aforesaid 1935 county layout, said point being shown on plan as station 67+39.10.

The westerly location line begins at a point marking the northerly end of the westerly location line of the aforesaid 1940 county layout, said point bearing south $73^{\circ} 40' 39''$ west and being 21.50 feet distant from the point of beginning of the above described base line shown on plan as station 55+50.00, and extends thence, following the westerly location line of the aforesaid 1858 county layout as hereby reestablished, north $18^{\circ} 03' 56''$ west 404.69 feet to a point bearing south $68^{\circ} 12' 08''$ west and 21.82 feet distant from station 59+57.01 of said base line, thence north $25^{\circ} 31' 47''$ west 345.00 feet to a point bearing south $63^{\circ} 33' 20''$ west and 18.68 feet distant from station 63+03.78, thence north $31^{\circ} 49' 39''$ west 159.50 feet to a point bearing north $75^{\circ} 16' 40''$ west and 44.69 feet distant from station 64+33.16, thence north $15^{\circ} 17' 21''$ west 147.47 feet to a point bearing south $79^{\circ} 36' 24''$ west and 29.66 feet distant from station 66+01.25; thence north $3^{\circ} 14' 00''$ west 141.35 feet to a point at the end of the layout, marking the southerly end of the westerly location line of the aforesaid 1935 county layout, said point bearing south $86^{\circ} 46' 00''$ west and being 24.75 feet distant from the point of ending of the above described base line shown on plan as station 67+39.10.

The easterly location line begins at a point marking the northerly end of the easterly location line of the aforesaid 1940 county layout, said point bearing north $73^{\circ} 40' 39''$ east and being 28.00 feet distant from the point of beginning of the above described base line shown on plan as station 55+50.00, and extends thence, following the easterly location line of the aforesaid 1858 county layout, as hereby reestablished, north $16^{\circ} 19' 21''$ west 0.75 feet to a point bearing north $72^{\circ} 08' 13''$ east and 28.01 feet distant from said station 55+50.00, thence north $18^{\circ} 03' 56''$ west 408.67 feet to a point bearing north $68^{\circ} 12' 08''$ east and 27.79 feet distant from station 59+57.01 of said base line, thence north $25^{\circ} 31' 47''$ west, in part by said 1858 county location line, a total distance of 466.28 feet to a point bearing north $83^{\circ} 54' 52''$ east and 34.88 feet distant from station 64+33.16, thence by a curve to the right of 784.41 feet radius 305.25 feet to a point at the end of the layout, marking the southerly end of the easterly location line of the aforesaid 1935 county layout said point bearing north $86^{\circ} 46' 00''$ east and being 24.75 feet distant from the point of ending of the above described base line shown on plan as station 67+39.10.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Palmer in said County.

P A L M E R

1941 County Layout.

Description of Land Taking.

Parcel No. 1. A parcel of land supposed to be owned by J. WINER, Located on the easterly side of the Bondsville Road, so called, between station 63+04+ and station 67+39.10 of the base line of the 1941 county layout; bounded as follows:

Easterly by remaining land of said Winer 420.58 feet; and westerly by the location of the 1858 county layout on the Bondsville Road about 427 feet; containing about 3370 square feet.

The layout or relocation and the land taking above described are indicated on plan prepared by The Commonwealth of Massachusetts, Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts - Plan Of Road - in the Town of Palmer - Hampden County - Laid Out By The County Commissioners - Scale: 40 feet to the inch - Office of Mass. Dep't of Public Works - 100 Nashua St., Boston - Aug. 6, 1941

AND the owners of the land over which said highway is thus laid out are allowed until the twenty-fourth day of November next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or re-locating said highway, have estimated the same as follows: to wit:-

TO: J. Winer \$1.00

The work to be done is as follows: to grade, surface with bituminous macadam and otherwise improve about 4,500 feet of road in Palmer, leading to Ware, and being known as the Bondsville Road; the work to begin at a point about 100 feet north of the Ware River Branch of the Boston and Albany Railroad and 800 feet north of Three Rivers Road, station 38, and extend in a northerly direction to a point about 300 feet south of Main Street, station 83; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of

June Meeting 1941

Palmer a sum not to exceed FIVE THOUSAND SEVEN HUNDRED DOLLARS (\$5,700.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Palmer.

Thos. J. Costello)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

September 24, 1941

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Tolland in said County, that common convenience and necessity require that the highway leading from Granville to New Boston Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 282 and extend in a westerly direction for a distance of 830 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 24th day of June 1941.

Louis F. Dutton

Rupert E. Clark

Alexander Brunk

SELECTMEN OF THE TOWN OF TOLLAND

The foregoing petition was entered on the 2nd day of July, 1941, and due proceedings having been had thereon, on the 20th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting August 20, 1941

On the petition of the Selectmen of the Town of Tolland for specific repairs on New Boston Road, the work to begin at station 282 and extend westerly for a distance of 830 feet more or less, and for aid.

Tolland, Selectmen of the Town of, Petrs. for specific repairs on New Boston Road, the work to begin at station 282 and extend westerly for a distance of 830 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A.D. 1941, hear all parties interested at the Town Hall in Tolland, and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway: to grade, surface with gravel and bituminous road-mix and otherwise improve about 933 feet of road in Tolland, leading to Sandisfield, and being known as the New Boston Road; the work to begin at the end of the section of said road improved in 1938, station 282, and extend in a westerly direction to station 291+33, in accordance with specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Tolland.

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
of Hampden

Palmer, Selectmen of the Town of, Petrs. for specific repairs on North Main St., Bridge St., Thorndike St., Park St., Red Bridge Road, East Main St., Belchertown St., Forest Lake Road, Whipples Bridge Approach, Palmer-Bondsville Road, and Palmer-Bondsville Road, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary:

North Main Street, Palmer,

The work to begin at Shearer's Corner and extend in a southeasterly direction to Thorndike Street, approximately 4,160 feet.

Bridge Street, Palmer,

The work to begin at Water Street and extend in a south-westerly direction to the State Ave. Bridge, approximately 500 feet.

Thorndike Street, Palmer,

The work to begin at Main Street, Palmer and extend to Church Street, Thorndike, Approximately 11,324 feet.

Park Street, Palmer,

The work to begin at Thorndike Street and extend in a south-easterly direction to connect with the State Highway, approximately 2,112 feet.

Red Bridge Road, Three Rivers,

The work to start at the Wilbraham Town line & extend in a north-easterly direction to Springfield Street, Three Rivers, approximately 7,400 feet.

East Main Street, Three Rivers,

The work to start at Charles Street, Three Rivers and extend in a north-easterly direction to St. Mary's Church in Thorndike, approximately 5,280 feet.

Belchertown Street,

The work to start at the Belchertown Town line and extend to the Athol Railroad Crossing in Three Rivers, approximately 2,640 feet.

Forest Lake Road.

The work to start at High Street in Thorndike and extend in a northerly direction to the State Highway at Ware Road, approximately 7,920 feet.

Whipples Bridge Approach

The work to extend 352 feet on either side of bridge.
and 157

Palmer-Bondsville Road.

The work to start at Shearer's Corner in Palmer and extend northerly to Burleigh Bridge, approximately 3,960 feet.

Palmer Bondsville Road.

The work to start at Four Corners and extend in a northerly direction to the Catholic Church on State Street, Bondsville, approximately 10,032 feet.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 7th. day of July, 1941.

George B. Cheney

Daniel J. Dunn

SELECTMEN OF THE TOWN OF PALMER.

The foregoing petition was entered on the 14th day of July, 1941, and due proceedings having been had thereon, on the 10th day of September, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 10, 1941

On the petition of the Selectmen of the Town of Palmer for specific repairs on North Main Street, Bridge Street, Thorndike Street, Park Street, Red Bridge Road, East Main Street, Belchertown Street, Forest Lake Road, Whipples Bridge Approach, Palmer-Bondsville Road and Palmer-Bondsville Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A.D. 1941, hear all parties interested at the Burleigh Crossing on the Palmer-Bondsville Road in Palmer, and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on the following highways:

Thorndike Road	- 11,200 feet	Park Street	- 2,300 feet
North Main Street	- 4,201 feet	Bridge Street	- 507 feet
Ludlow Road	- 7,500 feet	East Main Street	- 5,003 feet
Bondsville Road	- 11,975 feet	Belchertown Road	- 2,440 feet
Whipple Bridge Road	499 feet	Forest Lake Road	- 13,250 feet
		States Avenue	- 2,500 feet

Total - 61,375 feet

in accordance with specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Palmer.

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
of Hampden

Russell, Selectmen of the Town of, Petrs. for specific repairs on General Knox Highway, the work to begin where the General Knox Highway meets the Blandford Road and extend southerly for a distance of 3960 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity require that the highway leading from Blandford Road to the Westfield town line and known as the General Knox Highway be specifically repaired by seal patching and otherwise repaired as may be necessary, the work to begin at a point where the General Knox Highway meets the Blandford Road and extending in a southerly direction for a distance of approximately 3960 feet more or less.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 11th day of July, 1941.

Henry C. Johnson
A. H. Moltenbrey

Board of Selectmen

The foregoing petition was entered on the 14th, day of July, 1941, and due proceedings having been had thereon, on the 20th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 20, 1941

On the petition of the Selectmen of the Town of Russell for specific repairs on General Knox Highway, the work to begin where the General Knox Highway meets the Blandford Road and extend southerly for a distance of 3960 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A.D. 1941, hear

all parties interested at the Town Hall in Russell and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Main Street from station 49+50 to station 59+50 in an easterly direction, 1,000 feet, and on General Knox Road from station 40+0 to station 55+0 in an southerly direction, 1,500 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed TWO HUNDRED DOLLARS (\$200.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Russell.

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary.

BELCHERTOWN ROAD: leading from Ludlow to Belchertown from Station 163 + 0 to Station 43+0, a distance of 12,000 ft. more or less, in a Northerly direction.

THREE RIVERS ROAD: leading from Ludlow to Three Rivers from Station 0 + 0 to Station 80 + 0, a distance of 8000 ft. more or less, in a westerly direction.

WEST STREET: leading from Ludlow to Springfield from Station 0 + 0 to Station 19 + 0, a distance of 1900 ft. more or less, in a Northerly direction.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such repairs and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 14th day of July, 1941.

_____, Chairman,
Stanley F. Kartz Board of
Alfred E. Randell Selectmen
Ludlow, Massachusetts

Ludlow, Selectmen of the Town of, Petrs. for specific repairs on Belchertown Road, Three Rivers Road and West Street, and for aid.

The foregoing petition was entered on the 15th day of July, 1941, and due proceedings having been had thereon, on the 20th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 20, 1941

On the petition of the Selectmen of the Town of Ludlow for specific repairs on Belchertown Road, Three Rivers Road and West Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A.D. 1941, hear all parties interested at the Ludlow end of Putt's Bridge in Ludlow and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Belchertown Road from station 163+0 to station 43+0 in a northerly direction, 12,000 feet; on Three Rivers Road from station 0+0 to station 80+0 in a westerly direction, 8,000 feet; and on West Street from station 0+0 to station 19+0 in a northerly direction, 1900 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Ludlow.

Thos. J. Costello } County
Charles W. Bray } Commissioners
of the County
of Hampden

Wilbraham, Selectmen of the Town of, Petrs. for specific repairs on Ludlow Road, the work to begin at sta. 0+0 and extend in a southeasterly direction to station 10+0+ and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that the highway leading from Ludlow to Wilbraham and known as Ludlow Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 0 plus 0 to Station 10 plus 0 + and extending in a southeasterly direction for a distance of one thousand (1000) feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the

expense of said repairs together with an appropriation from the State and Town.

Dated this 14th day of July, 1941.

George E. Murphy, Jr.

J. Loring Brooks, Jr.

SELECTMEN OF THE TOWN OF WILBRAHAM

The foregoing petition was entered on the 15th day of July, 1941, and due proceedings having been had thereon, on the 20th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 20, 1941

On the petition of the Selectmen of the Town of Wilbraham for specific repairs on Ludlow Road, the work to begin at station 0+0 and extend in a southeasterly direction to station 10+0+ and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A.D. 1941, hear all parties interested at the Town Hall in Wilbraham, and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway, 1,000 feet, from station 0+0 to station 10+0+, in accordance with specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wilbraham.

Thos. J. Costello)

Charles W. Bray)

County
Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Springfield, in said County, that common convenience and necessity require that the way known as COLUMBUS AVENUE in the City of Springfield between the South End Bridge in said Springfield and York Street in said Springfield, be relocated and that alterations be made in its course and width; and that said way be

Springfield, Mayor and Board of Aldermen of the City of, Petrs. for relocation, alterations and specific repairs on Columbus Avenue between the South End Bridge and York Street in Springfield, and for aid.

Plans

June Meeting 1941

specifically repaired by grading, resurfacing or hardening or otherwise repaired as may be necessary.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations; and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

DATED this fourteenth day of July, 1941.

Roger L. Putnam
Mayor

Leonard M. Brown
Fred J. Brown
Ernest W. Carman
William S. Lowe
C. Irving Guyer
Albert B. Vincent
Richard B. Anderson

C I T Y O F S P R I N G F I E L D

In Board of Aldermen, July 14, 1941

ORDERED, that the mayor and board of aldermen be authorized to execute and file with the County Commissioners of Hampden County a petition reading as follows:-

"To the County Commissioners of the County of Hampden:

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of aldermen of the City of Springfield, in said County, that common convenience and necessity require that the way known as COLUMBUS AVENUE in the City of Springfield between the South End Bridge in said Springfield and York Street in said Springfield, be relocated and that alterations be made in its course and width; and that said way be specifically repaired by grading, resurfacing or hardening or otherwise repaired as may be necessary.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations, and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this fourteenth day of July, 1941.

A true copy of an order passed by the Board of Aldermen and approved by the Mayor July 14, 1941.

Attest: Oliver C. Grant.

Assistant City Clerk.

The foregoing petition was entered on the 17th day of July, 1941, and due proceedings having been had thereon, on the 27th day of August, 1941, said Commissioners file the following Final Decree:

The foregoing petition was entered on the 17th day of July, 1941, and due proceedings having been had thereon, on the 27th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 27, 1941

On the petition of the Mayor and Board of Aldermen of the City of Springfield for relocation, alteration and specific repairs on Columbus Avenue between the South End Bridge and York Street in Springfield, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of August, A.D. 1941, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made by constructing said highway beginning at Station 8+00 on Columbus Avenue, at York Street, and extending thence along Columbus Avenue in a general southerly direction for a distance of about 2925 feet to Station 37+25 at Agawam Street, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Springfield a sum not to exceed FIFTEEN THOUSAND DOLLARS (\$15,000.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Springfield.

Charles W. Bray)
Edward J. Stapleton	) County
John G. Maxfield	) Commissioners
	) of the County
	) of Hampden

John G. Maxfield acted as County Commissioner in place of Thomas J. Costello, disqualified on account of residence.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Tolland in said County, that common convenience and necessity require that the highway leading from Granville to New Boston and known as West Granville Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, this work to be done as Chapter 90 Maintenance, starting at Granville Town Line and extending in a Westerly direction for a distance of 6500 feet more or less.

Tolland, Selectmen of the Town of, Petrs. for specific repairs on West Granville Road, starting at Granville town line and extending in a westerly direction for a distance of 6500 feet more or less, and for aid.

June Meeting 1941

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to said expense of said repairs together with an appropriation from the State and Town.

Dated this 18 day of July 1941.

Louis F. Dutton

Rupert E. Clark

Alexander Brunk

Selectmen of the Town of Tolland.

The foregoing petition was entered on the 19th day of July, 1941, and due proceedings having been had thereon, on the 20th day of August, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 20, 1941

On the petition of the Selectmen of the Town of Tolland for specific repairs on West Granville Road, starting at Granville town line and extending in a westerly direction for a distance of 6500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August, A. D. 1941, hear all parties interested at the Town Hall in Tolland and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on West Granville Road from station 6+65 to station 89+0 in a westerly direction, 8,235 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed THREE HUNDRED THIRTY-FIVE DOLLARS (\$335.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Tolland.

Thos. J. Costello)

Charles W. Bray)

County
Commissioners
of the County
of Hampden

June 25, 1941

Sealed bids addressed to the County Commissioner of the County of Hampden for furnishing the Jail and House of Correction, and Training School, with coal from July 1, 1941 to July 1, 1942, were received until 12 o'clock in the forenoon at which time they were publicly opened and read by Charles M. Calhoun, Clerk. Three bids were received, namely,
 City Coal Co. of Springfield, Inc.
 Funderson Coal Company
 Sandman Coal Company
 No award made - they were taken under consideration.

Sealed Coal Bids
Received

Voted to increase salaries of certain County Employees, effective July 1, 1941.

Voted to Increase
Salaries

ORDERED, County Treasurer authorized and directed to Pay \$700.42 to the City of Chicopee on acct of County's proportion of cost of work done on North Chicopee Street. Case No. 41 - 1940

Order

July 2, 1941

VOTED to award contract for furnishing bituminous coal for the Jail and House of Correction to CITY COAL CO. OF SPRINGFIELD, INC.

Voted to Award
Contract

VOTED to award contract for furnishing the Hampden County Training School with bituminous coal, to PUNDERSON COAL COMPANY.

Voted to Award
Contract

VOTED to award contract for furnishing the Hampden County Training School with anthracite coal to SANDMAN COAL COMPANY.

Voted to Award
Contract

July 9, 1941

VOTED to award County of Hampden Notes #723 to 736 incl. dated July 10, 1941 due November 7, 1941 aggregating \$250,000.00 to Springfield Safe Deposit and Trust Co. of Springfield, Mass., at .055% discount.

Voted to Award
County Notes

ORDERED that the Amount charged County of Hampden by Comm. of Mass., State Sanatorium at Rutland, under contract, be charged to the Cities and Towns in the Hospital District in the total amount of \$1,107.00 to be paid to the County Treasurer on or before June 30, 1941. ALSO ORDERED that County Treasurer pay to Comm. of Mass., \$1,107.00 plus \$738.00 a total of \$1,845.00 on the Sanatorium account.

Rutland State
Sanatorium
Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 9, 1941.

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by an agreement dated October 1, 1937, between the Commonwealth of Mass., Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under the date of October 6, 1939, be and the same is hereby charged to the Cities and Towns in the Hospital District in the following amount:

Chester	\$136.50
Chicopee	136.50
Holyoke	577.50
Palmer	244.50
Westfield	12.00
	<hr/>
	\$1,107.00

June Meeting 1941

Said amount to be paid to the County Treasurer of the County of Hampden on or before June 30, 1941. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of ONE THOUSAND ONE HUNDRED AND SEVEN DOLLARS (\$1,107.00) plus the sum of SEVEN HUNDRED AND THIRTY-EIGHT DOLLARS (\$738.00), a total of one THOUSAND EIGHT HUNDRED AND FORTY-FIVE DOLLARS (\$1,845.00) on the Sanatorium account.

Thos. J. Costello)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden

Order to Arrest

July 9, 1941

ORDER to arrest Charles F. Connors (Charles J. Connors) of Springfield, holder of a release on parole.

Notice Received
Passage of Budget

July 29, 1941

Notice (printed copy of the Act, Chapter 528, 1941) of the passage of the County Budget received in County Commissioners' office on July 29, 1941.

Order to Arrest

July 30, 1941

ORDER to arrest Henry Berry of Springfield, holder of a release on parole.

Released from
Training School
on Parole.

WILLIAM KORNIOTES, released from Hampden County Training School on parole.

Appointing John G.
Maxfield as County
Comm. in place of
Commissioner Edward
J. Stapleton.

August 6, 1941

VOTE appointing JOHN G. MAXFIELD to act as County Commissioner in place of Commissioner Edward J. Stapleton - because of residence.

Voted to increase
salary

VOTED, to increase the salary of Ellen B. Paul, Apprentice Stenographer in the Superior Court Probation Office, from \$700.00 to \$760.00 a year, commencing July 1, 1941.

Street Name changed

The following Street name was changed:
 Van Horn Circle to Parkin Street
 Limits: Newbury Street to Connecticut Avenue.
 Action by City of Springfield.

Appointing John G.
Maxfield as County
Comm. in place of
Commissioner Thomas
J. Costello.

August 13, 1941

VOTE appointing JOHN G. MAXFIELD to act as County Commissioner in place of Commissioner Thomas J. Costello - because of residence.

Released from
Training School
on Parole.

August 20, 1941

GORDON GARRAND - released from Hampden County Training School on parole.

Apportionment of
County Tax

August 27, 1941

APPORTIONMENT of County Tax for the year 1941.

Released from
Training School
on parole.

WILLIAM JENSEN - released from Hampden County Training School on Parole.

Voted to increase
salary.

VOTED: to increase salary of Harold B. Fisher, Probate Court Messenger, from \$2280.00 per year to \$2400.00 per year, commencing July 1, 1941.

June Meeting 1941

Orders

August 27, 1941

ORDERED, County Treasurer authorized and directed to pay \$2,242.10 to the City of Springfield on acct of County's proportion of cost of work done on Columbus Avenue.

ORDERED, County Treasurer authorized and directed to pay to Treasurer of Commonwealth of Massachusetts, \$427.81, which is for expenses by Board of Special Commissioners on Representative District, through November 30, 1940. Ch 467 of Acts of 1939.

ORDERED, County Treasurer authorized and directed to pay to Treasurer of Commonwealth of Mass., \$725.25 which is for expenses of County Personnel Board for the year 1940. (Hampden County's share.)

ORDERED, County Treasurer authorized and directed to pay to Treasurer of Commonwealth of Mass., \$6,926.61 which is for the repair or reconstruction of certain bridges damaged by recent floods, (Ch 429 Acts of 1936).

The County Commissioners ruled today that visiting hours at the Hampden County Training School be every Sunday from two to four o'clock in the afternoon.

Visiting Hours at
The Training School

September 3, 1941

ERNEST DAVID BROWN - released from Hampden County Training School on parole.

Released from
Training School
On parole.

ORDERED, that amt charged County of Hampden by Comm. of Mass., State Sanatorium at Lakeville, Mass., under G.L. Ch 111, Sec. 145 as amended, be charged to Town of West Spfld in Hospital District in the amt of \$243.00 - said amt to be paid to County Treas. on or before Sept. 30, 1941, ALSO ORDERED that County Treasurer pay to Comm. of Mass., \$243.00 plus \$162. a total of \$405.00 on the Hospital Account.

Lakeville State
Sanatorium
Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting September 3, 1941

ORDERED : that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Lakeville, Massachusetts under the provisions of The General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Town of West Springfield in the Hospital District in the following amount:

West Springfield \$243.00

Said amount to be paid to the County Treasurer of the County of Hampden on or before September 30, 1941.

IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Two Hundred and Forty-three Dollars (\$243.00) plus the sum of One Hundred and Sixty-two Dollars (\$162.) a total of Four Hundred and Five Dollars (\$405.00) on the Hospital account.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

June Meeting 1941

Westfield State
Sanatorium
Account

September 10, 1941

ORDERED, that amt charged County of Hampden by Comm. of Mass., State Sanatorium at WESTFIELD, under contract, be charged to the Cities and Towns in Hospital District in amts totalling \$8,515.50, to be paid to County Treas., on or before Sept. 30, 1941; ALSO ORDERED that County Treasurer pay to Comm. of Mass., \$8,515.50 plus \$5,677.00, a total of \$14,192.50 on the Hospital Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 10, 1941

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Agawam	\$157.50
Chicopee	2,955.00
East Longmeadow	18.00
Holyoke	3,028.50
Ludlow	276.00
Mohson	276.00
Palmer	138.00
Southwick	138.00
Westfield	958.50
West Springfield	138.00
Wilbraham	432.00
	<u>\$8,515.50</u>

Said amounts to be paid to the county Treasurer on or before September 30, 1941. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of \$8,515.50 plus the sum of \$5,677.00, a total of \$14,192.50 on the Hospital Account.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Order to arrest

ORDER to arrest Maurice R. Devine of Springfield, holder of a release on parole.

Order to arrest

ORDER to arrest Harry Sheremeta of Springfield, holder of a release on parole.

Released from
Training School
on Parole.

{ GUIDO ORTONA - released from Hampden County Training School on parole, on September 18, 1941.
{ Action by County Commissioners on September 10, 1941.

Appointing John G.
Maxfield in place
of Commissioner
Charles W. Bray

September 17, 1941

VOTE appointing JOHN G. MAXFIELD to act as County Commissioner in place of Commissioner Charles W. Bray - disqualified because of residence.

Order to arrest

ORDER to arrest Paul R. Ahlberg of Springfield, holder of a release on parole.

June Meeting 1941

September 19, 1941

ORDERED, County Treasurer authorized and directed to pay \$1,621.03 to City of Springfield on account of County's proportion of cost of work done on Columbus Avenue.
(This am't covers two certificates)

Order

September 24, 1941

Vote appointing John G. Maxfield to act as County Commissioner in place of Commissioner Charles W. Bray, disqualified because of residence.

Appointing John G. Maxfield to act in place of Comm. Charles W. Bray.

Damages Done By Dogs

Damage done by dogs.

Land Damages

Land Damages

Sundry Accounts being presented, are allowed, and the same amounting to the sum of

Sundry Accounts

October 1, 1941

Hampden ss:

Judgment is entered up according to reports etc., and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

Charles M. Calhoun

CLERK.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the first Tuesday of October, being the seventh day of said month, and from time to time to the eighteenth day of December, in the year of our Lord One Thousand Nine Hundred and Forty-One.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the TOWN OF HAMPDEN in said County, that common convenience and necessity require that the bridge and approaches on South Monson Road be constructed and otherwise repaired as may be necessary.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific construction and repairs and order them to be made, and that said County contribute to the expense of said repairs together with an

Hampden, Selectmen of the Town of, Petrs. for specific construction and repairs to bridge and approaches on South Monson Road, and for aid.

appropriation from the State and Town.

Dated this 5th day of May, 1941.

Neil S. Kibbe

William Burns

John J. Flynn

SELECTMEN OF THE TOWN OF HAMPDEN.

The foregoing petition was entered on the 12th day of May, 1941, and due proceedings having been had thereon, on the 18th day of December 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 18, 1941

On the Petition of the Selectmen of the Town of Hampden for specific construction and repairs to bridge and approaches on South Monson Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August A.D. 1941, hear all parties interested at the Town Hall in Hampden and did adjudge that a new bridge should be constructed and specific repairs on the approached should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the construction of a muliplate corrugated iron arch bridge on South Monson Road over Temple Brook in the Town of Hampden and Sepcific repairs on the approaches, according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed NINE HUNDRED AND TWENTY-FIVE DOLLARS (\$925.00) towards the construction of said bridge and repairs on the approaches.

All damages sustained by any person by reason of said construction on this bridge and repairs on the approaches shall be paid by the Town of Hampden.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

East Longmeadow,
Selectmen of the Town
of, Petrs. for speci-
fic repairs on Maple
Street, beginning at
end of road improved
in 1939 and extending
easterly to the tracks

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that specific repairs be made to the following highway located in the said town as follows:

Maple Street, beginning at the end of the road improved in 1939 and extending easterly to the tracks of the New York, New Haven and Hartford Railroad and further if conditions so warrant.

Wherefore, your Petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that the County of Hampden shall contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this twenty-fifty day of March 1941.

Leo D. Glynn

Sanford P. Nooney

Lloyd C. Clark

Selectmen of the Town of
East Longmeadow

The foregoing petition was entered on the 20th day of May, 1941, and due proceedings having been had thereon, on the 22nd day of October, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 22, 1941

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Maple Street beginning at end of road improved in 1939 and extending easterly to the tracks of the New York, New Haven and Hartford Railroad and further if conditions so warrant, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A.D. 1941, hear all parties interested at the Town Hall in East Longmeadow and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 2,900 feet of road in East Longmeadow, leading to Longmeadow, and being known as Maple Street; the work to begin at the end of the section of said improved in 1938, station 21, and extend in an easterly direction to station 50+0+; these repairs to be made according to specifications set forth in agreement of Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed THREE THOUSAND FIVE HUNDRED DOLLARS (\$3,500.) towards the repairing of this road.

of the New York, New Haven and Hartford Railroad and further if conditions so warrant, and for aid.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of East Longmeadow.

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
of Hampden

Longmeadow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Shaker Rd., the work to begin at Williams Street and extend southeasterly for a distance of 5650 feet more or less and for aid.

Plans

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Longmeadow in said County, that common convenience and necessity require that the highway leading from Longmeadow, Mass. to Hazardville, Conn. and known as Shaker Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Williams Street and extend in a south easterly direction for a distance of 5650 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 26th day of May 1941.

Edwin S. Munson

Clarence White

J. Bushnell Richardson, Jr.

SELECTMEN OF THE TOWN OF LONGMEADOW

The foregoing petition was entered on the 28th day of May, 1941, and due proceedings having been had thereon, on the 21st day of November, 1941, said Commissioners file the following Relocation Report:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 19, 1941

On the petition of the Selectmen of the Town of Longmeadow for relocation, alteration and specific repairs on Shaker Road, the work to begin at Williams Street and extend southeasterly for a distance of 5650 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fourth day of August, A.D. 1941, hear all parties interested at the Town Hall in Longmeadow and did adjudge that common convenience and necessity require that said highway would be relocated, altered and specific repairs made thereon. And at the time of said hearing no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocated, alter and order specific repairs made in the manner following:

LONGMEADOW

1941 County Layout.

The layout is located on Shaker Road, so called, and begins at the junction of said road with Hazardville Road, so called, and extends thence in a general northwesterly direction about 3/5 of a mile, by existing roads and new location as hereinafter described, to a point about 800 feet distant northerly of the junction of said Shaker Road with Mill Road, so called.

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in February 1941 and begins at a point in the junction of the present roadways of Shaker Road and Hazardville Road, said point of beginning being shown on plan as station 37+73.89 and extends thence north $58^{\circ} 24' 50''$ west 1264.35 feet, thence by a curve to the right of 1273.57 feet radius 347.25 feet, thence north $42^{\circ} 47' 30''$ west 716.95 feet, thence by a curve to the right of 518.34 feet radius 254.75 feet, thence north $14^{\circ} 38' 00''$ west 365.29 feet, thence north $7^{\circ} 57' 40''$ west 87.81 feet to a point at the end of the layout, in the present roadway of Shaker Road about 800 feet distant northerly of Mill Road, said point of ending being shown on plan as station 68+10.29.

The southwesterly location line begins at a point on the westerly location line of the 1936 town layout on Hazardville Road, bearing south $46^{\circ} 08' 26''$ west and 87.54 feet distant from the point of beginning of the above described base line shown on plan as station 37+73.89 and extends thence leaving said 1936 location line, northerly and northwesterly by a curve of 159.80 feet radius 142.88 feet to a point on the southwesterly location line of the 1924 County Layout as approximately located bearing south $31^{\circ} 35' 10''$ west and 25.00 feet distant from station 39+20.48, thence following said 1924 location line parallel to the above described base line and 25.00 feet distant therefrom to a point bearing south $31^{\circ} 35' 10''$ west and 25.00 feet distant from station 50+38.24, thence by a curve to the right of 2398.57 feet radius 355.61 feet to a point bearing south $50^{\circ} 44' 31''$ west and 25.05 feet distant from station 53+85.49, thence north $42^{\circ} 43' 25''$ west 555.87 feet to a point bearing south $47^{\circ} 16' 35''$ west and 24.34 feet distant from station 59+42.87, thence by a curve to the left of 723.04 feet radius 224.98 feet to a point on the southerly location line of the 1924 County Layout on Mill Road as approximately located, bearing north $86^{\circ} 20' 00''$ west and 85.35 feet distant from station 61+02.44, then beginning again at a point on the northeasterly location line of the 1924 County Layout on Shaker Road as approximately located, bearing south $72^{\circ} 42' 30''$ west and 83.49 feet distant from station 62+69.12 of the above described base line and extending thence, leaving said 1924 location line, north $72^{\circ} 42' 30''$ east 24.15 feet to a point bearing south $72^{\circ} 42' 30''$ west and 59.34 feet distant from the said station 62+69.12, thence by a curve to the left of 18.00 feet radius 31.24 feet to a point bearing north $80^{\circ} 33' 14''$ west and 46.57 feet distant from

the aforesaid station 62+69.12, thence by a curve to the right of 710.00 feet radius 225.39 feet to a point bearing south 89° 54' 02" west and 48.36 feet distant from station 65+00.55, thence north 8° 32' 34" west 30.01 feet to a point again on the aforesaid northeasterly location line of the 1924 County Layout on Shaker Road, bearing north 60° 44' 12" west and 60.55 feet distant from the said station 65+00.55.

The northeasterly location line begins at a point marking the northwesterly end of the northeasterly location line of the 1935 County Layout on Shaker Road, bearing north 59° 39' 40" east and 35.07 feet distant from the point of beginning of the above described base line shown on plan as station 37+73.89 and extends thence south 59° 39' 40" west 6.74 feet to a point on the northeasterly location line of the County Layout as approximately located, bearing north 59° 39' 40" east and 28.33 feet distant from the said station 37+73.89, thence following said 1924 location line, paralld to said base line and 25.00 feet distant therefrom to a point bearing north 31° 35' 10" east and 25.00 feet distant from station 50+38.24, thence by a curve to the right of 1248.57 feet radius 341.92 feet to a point bearing north 43° 48' 39" east and 25.04 feet distant from station 53+85.49, thence north 42° 43' 25" west 555.87 feet to a point bearing north 47° 16' 35" east and 25.66 feet distant from station 59+42.87, thence leaving said 1924 location line and extending north 41° 14' 19" west 181.50 feet to a point bearing north 11° 40' 41" east and 37.58 feet distant from station 61+02.44, thence by a curve to the right of 650.00 feet radius 362.01 feet to a point bearing north 89° 54' 02" east and 12.35 feet distant from station 65+00.55, thence north 9° 19' 44" west 310.01 feet to a point bearing north 82° 02' 20" east and 30.62 feet distant from the point of ending of the above described base line shown on plan as station 68+10.29, thence wouth 82° 02' 20" west 10.00 feet to a point at the end of the layout, on the easterly location line of the 1903 County Layout, bearing north 82° 02' 20" east and 20.62 feet distant from the said station 68+10.29.

AND the following described parcels of land are taken in fee for purposes of said highway be right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Longmeadow in said County.

L O N G M E A D O W

1941 County Layout.

Description of Land Takings.

Parcel No. 1 A parcel of land supposed to be owned by LONGMEADOW COUNTRY CLUB, located on the wouthwesterly side of Shaker Road, so called, between stations 37+96+ and 39+20.48 of the base line of the 1941 County Layout bounded as follows: southwesterly by remaining land of said Longmeadow County Club 142.88 feet northeasterly, southeasterly and again northeasterly by Shaker Road and Hazardville

Road about 154 feet; containing about 510 square feet.

Parcel No. 2 A parcel of land supposed to be owned by LONGMEADOW COUNTRY CLUB, located on the northeasterly side of Shaker Road, so called, between stations 59+43+ and 68+10.29 of the base line of the 1941 County Layout. Said parcel comprises the entire width of location of a cutoff for said road and is bounded as follows: northerly, easterly and northeasterly by remaining land of said Longmeadow Country Club 863.52 feet, southwesterly by Shaker Road about 367 feet, northerly, northwesterly and westerly by remaining land of said Longmeadow Country Club 310.79 feet and again westerly by Shaker Road 275.00 feet; containing about 36,985 square feet.

The layout/relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts

PLAN OF ROAD

in the town of

L O N G M E A D O W

HAMPDEN COUNTY

Laid out by the

COUNTY COMMISSIONERS

Scale: 40 feet to the inch

Office of Mass. Dept. of Public Works - 100 Nashua St., Boston -
Nov. 4, 1941.

AND the woners of the land over which said highway is thus laid out/relocated are allowed until the 19th day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out/relocating said highway, have estimated the same as follows, to wit:

TO:-

Parcel No. 1 - Longmeadow Country Club.....\$1.00

Parcel No. 2 - Longmeadow Country Club.....\$1.00

The work to be done is as follows: to construct a drainage system, and to grade, surface with bituminous macadam and otherwise improve about 3,100 feet of road in Longmeadow, being known as the Shaker Road; the work to begin at the junction of Hazardville Road, station 37+50, and extend in a northwesterly direction to a point about 500 feet north of Mill Road, station 68+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the

October Meeting 1941

Town of Longmeadow a sum not to exceed FOUR THOUSAND SEVEN HUNDRED SEVENTY-FIVE DOLLARS (\$4,775.00) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Longmeadow.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

November 21, 1941

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Lewis A. Twitchell Asst. Clerk.

Montgomery, Selectmen of the Town of, petrs. for specific repairs on the Main Road, the work to begin at station 144 and extend northwesterly for a distance of 5000 feet more or less, and for aid.

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To the County Commissioners of the County of Hampden:

Respectfully Represent the undersigned, Selectmen of the Town of Montgomery, in said county, that common convenience and necessity require that the highway leading from Westfield to Huntington and known as the Main Road be specifically repaired by grading, resurfacing or Hardening and otherwise repaired as may be necessary, the work to begin at Station 144 and extend in a northwesterly direction for a distance of 5000 feet more or less.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 26th day of May 1941.

Walter D. Allyn

Myron E. Kelso

Selectmen of the Town of Montgomery.

The foregoing petition was entered on the 5th day of June, 1941, and due proceedings having been had thereon, on the 19th day of November, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 19, 1941

On the petition of the Selectmen of the Town of Montgomery for specific repairs on the Main Road, the work to begin at station 144 and extend northwesterly for a distance of 5000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the

said Commissioners did on fourteenth day of August, A.D. 1941, hear all parties interested at the Town Hall in Montgomery and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel and otherwise improve about 1,150 feet of road, and to grade and otherwise improve about 2,235 feet of road in Montgomery, leading from Westfield to Huntington, and being known as the Main Road; the work to be done in two sections:

Section 1: Beginning at the end of the section of said road improved in 1933, station 149, and extending in a northwesterly direction to station 160+50;

Section 2: Beginning at the end of the section of said road improved in 1932, station 207, and extending in a southwesterly direction to station 206+67 = 203+02, thence southwesterly to station 181;

and to grade between stations 171+00 and 181+00 of said road; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Montgomery.

Thos. J. Costello)
Charles W. Bray	) County
Edward J. Stapleton	) Commissioners
	) of the County
	) of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity require that the highway leading from Montgomery Road to Huntington Road and known as Main Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at brook crossing Main Street at the Russell Village School and extend in a westerly direction for a distance of approximately 1320 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 19th day of June 1941.

A. H. Moltenbrey

Henry C. Johnson

S. J. Bates

SELECTMEN TO THE TOWN OF RUSSELL

Russell, Selectmen of the Town of, Petrs. for specific repairs on Main Street, the work to begin at brook crossing Main Street at the Russell Village School and extend westerly for a distance of 1320 feet more or less, and for aid.

The foregoing petition was entered on the 20th day of June, 1941, and due proceedings having been had thereon, on the 25th day of November, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 25, 1941

On the petition of the Selectmen of the Town of Russell for specific repairs on Main Street, the work to begin at brook crossing Main Street at the Russell Village School and extend westerly for a distance of 1320 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August A.D. 1941, hear all parties interested at the Town Hall in Russell and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to repair and otherwise improve about 1700 feet of road in Russell, leading to Montgomer, and being known as Main Street; the work to begin at about station 49+50, and extend in a northwesterly direction to station 66+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works*Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Russell.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

Holyoke, Mayor and Board of Aldermen of the City of, Petrs. for specific repairs on Northampton Streetmen of the City of Holyoke, in said County, that common convenience and necessity require that the highway known as NORTHAMPTON STREET in said Holyoke be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the "Castle" so-called, and extending southerly to Lincoln Street, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Mayor and Board of Aldermen of the City of Holyoke, in said County, that common convenience and necessity require that the highway known as NORTHAMPTON STREET in said Holyoke be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the "Castle" so-called, and extending southerly to Lincoln Street.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this 9 day of July 1941.

CITY OF HOLYOKE

Henry J. Toepfert
MAYOR

John F. Bell

Patrick A. Coughlin

Margaret F. Seibel

Joseph F. Griffin

Joseph Jubinville, Jr.

Jeremiah J. Hurley

Frederick Childs

Edward P. White

Patrick Donoghue

David A. Whalen

Esther Sears Lynch

Telesphore J. Bourassa

Theodore P. Moynahan

Frank O'Connell

Romeo W. Beaudry

Ernest W. Brunault

Milton F. Ryan

MEMBERS OF THE
BOARD OF ALDERMEN

The foregoing petition was entered on the 14th day of July, 1941, and due proceedings having been had thereon, on the 22nd day of October, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 22, 1941

On the petition of the Mayor and Board of Aldermen of the City of Holyoke for specific repairs on Northampton Street, the work to begin at the "Castle" so-called, and extend southerly to Lincoln Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of August, A.D. 1941, hear all parties interested and view said highway and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway - to grade, surface with bituminous macadam and otherwise improve about 6,505 feet of road in Holyoke, leading to Northampton, and being known as Northampton Street; the work to begin about at the junction of the county road to the Whiting Street Reservoir, station 46+55, and extend in a southerly direction to Lincoln Street, station 111+60, in accordance with specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Holyoke a sum not to exceed SEVENTEEN THOUSAND FIVE HUNDRED DOLLARS (\$17,500.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Holyoke.

Thos. J. Costello) County
Charles W. Bray) Commissioners
John G. Maxfield) of the County
) of Hampden
) Acting Commissioner.

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Edward J. Stapleton who was disqualified to act because of his residence in Holyoke.

Ludlow, Selectmen of the Town of, Petrs. for specific repairs (painting) that portion of the bridge belonging to the Town of Ludlow, being situated between the City of Springfield and Town of Ludlow, known as "Putt's Bridge", and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT that the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the portion of the bridge belonging to the Town of Ludlow, said bridge being situated between the City of Springfield, Hampden County, Massachusetts, and the Town of Ludlow, Hampden County, Mass., and known as "Putt's Bridge", be painted.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such repairs (painting) and may determine and specify such painting and order same to be done, and that said County contribute to the expense of said painting together with an appropriation from the State and Town.

DATED this 14th day of July, 1941.

Chairman,
Stanley F. Kartz Board of
Alfred E. Randall Selectmen
Ludlow, Massachusetts.

The Foregoing petition was entered on the 15th day of July, 1941, and due proceedings having been had thereon, on the 18th day of December, 1941, said Commissioners file the following Decree Dismissing Petition:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 18, 1941

In the matter of the petition of the Selectmen of the Town of Ludlow for specific repairs (painting) that portion of the bridge belonging to the Town of Ludlow, being situated between the City of Springfield and the Town of Ludlow, known as "Putt's Bridge", and for aid, it is ORDERED, ADJUDGED AND DECREED that said petition be and the same is hereby dismissed on account of insufficient funds as the bids recieved by the State were far in excess of the original estimate.

Thos. J. Costello
Charles W. Bray
Edward J. Stapleton
COUNTY COMMISSIONERS OF THE COUNTY
OF HAMPDEN.

October Meeting 1941

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT your petitioners, the Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require the layout/location of a new highway located in the City of Chicopee in the County of Hampden, beginning at the intersection of Sheridan Street with Montgomery Street at Chicopee Falls at Station 10+72.24 as shown on Sheet No. 1 of plans entitled "Chicopee North-South Road", prepared by the Massachusetts Department of public Works, Boston, Massachusetts; thence extending north-easterly for a distance of nineteen thousand, six hundred and sixty-five (19,665) feet more or less to Station 207+36.99 at the Chicopee-South Hadley town line.

WHEREFORE your petitioners pray that your Honorable Board will, after due notice, view and hearing, proceed to lay out/locate said way.

Dated this 28th day of August 1941.

Leo P. Senecal
Mayor.

BOARD OF ALDERMEN.

Thomas A. Laramee
Walter F. Szetela
Joseph Wisniowski
Frank H. York
Joseph Gagnon
Nazaire J. Forcier
Albert J. Boutin, Jr.
Joseph Lafleur

Frank W. Musiak
Leandre Gagne
Chester J. Szetela
William H. Cannon, Jr.
Raymond J. O'Connor
George H. Miller
Frank L. Biernacki
Chester W. Wojtowicz

The foregoing petition was entered on the 30th day of August, 1941, and due proceedings having been had thereon, said Commissioners file the following:

LOCATION REPORT

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 29, 1941

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for layout/location of a new highway beginning at intersection of Sheridan Street with Montgomery Street at Chicopee Falls and extending north-easterly for a distance of 19,665 feet more or less to Chicopee-South Hadley town line.

(Chicopee North-South Road)

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the nineteenth day of September, A.D. 1941, view said highway and hear all parties interested, and did adjudge

Chicopee, Mayor and Board of Aldermen of the City of, Petrs. for layout/location of a new highway beginning at intersection of Sheridan St. with Montgomery St. at Chicopee Falls and extending north-easterly for a distance of 19,665 feet more or less to Chicopee-South Hadley Town line. (Chicopee North-South Road)

Plans

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that common convenience and necessity required that said highway should be laid out/located. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out/locate said highway in the manner following:

C H I C O P E E
1941 County Layout.
(North-South Road)

The layout consists of a portion of a new location extending from Montgomery Street in Chicopee to Willimansett Street in South Hadley and begins at the junction of Montgomery Street and extends thence in a northerly direction about 3 3/4 miles, in three sections as hereinafter described, to the dividing line between the city of Chicopee and the town of South Hadley, section No. 1 being that portion extending from Montgomery Street to the southerly side of the location on the Granby Road as laid out by the County Commissioners in 1940, section No. 2 being that portion extending from the northerly side of said location to the southerly location line of a new location extending from the Main gate of Westover Field to Prospect Street as laid out by the County Commissioners in 1941 and section No. 3 being that portion extending from the northerly location line of said new location to the Chicopee-South Hadley line. The main base line of sections No. 1 and 2 begins at a point in the present roadway of Sheridan Street about 56 feet distant easterly of the westerly side of Montgomery Street, said point of beginning being shown on plan as station 10+72.24 and extends thence north 26° 36' 14" east 286.07 feet, thence by a curve to the right of 1000.00 feet radius 341.25 feet, thence north 46° 09' 21" east 448.00 feet thence by a curve to the left of 1259.19 feet radius 396.69 feet, thence north 28° 06' 21" east 2655.37 feet, thence by a curve to the left of 3478.95 feet radius 1440.31 feet, thence north 4° 23' 06" east 1708.27 feet, thence north 10° 59' 26" east 2696.87 feet, thence by a curve to the right of 3000.00 feet radius 1020.80 feet, thence north 30° 29' 11" east 3334.13 feet to a point marking the southerly end of the auxiliary base line of the aforesaid Main Gate to Prospect Street Road, said point being shown on plan as station 154.

An auxiliary base line on Granby Road is identical with the base line of the aforesaid 1940 layout on said road and begins at a point shown on plan as station 153+97.64 and extends thence south 89° 03' 16" west 229.21 feet, thence by a curve to the left of 1200.00 feet radius 363.67 feet to a point shown on plan as station 148+04.76.

Note:- Station 151+68.43 of the above described auxiliary base line is identical with station 83+48.20 of the main base line hereinbefore described.

SECTION NO. 1

The westerly location line of section No. 1 begins at a point on the easterly side of Montgomery Street gearing south 89° 09' 24" west and 101.19 feet distant from station 12+63.02 of the above

described main base line and extends thence north $89^{\circ} 09' 24''$ east 50.98 feet to a point bearing south $89^{\circ} 09' 24''$ west and 50.21 feet distant from the said station 12+63.02, thence north $29^{\circ} 51' 05''$ east 133.65 feet to a point bearing north $41^{\circ} 19' 20''$ west and 39.91 feet distant from station 13+58.31 of said base line, thence north $14^{\circ} 41' 22''$ west 54.57 feet to a point bearing north $25^{\circ} 54' 12''$ west and 92.01 feet distant from the said station 13+58.31, thence north $32^{\circ} 47' 10''$ east 334.83 feet to a point bearing north $33^{\circ} 34' 30''$ west and 109.04 feet distant from station 16+99.56 of said base line, thence north $49^{\circ} 31' 02''$ east 473.83 feet to a point bearing north $80^{\circ} 39' 39''$ west and 94.26 feet distant from station 22+48.61 of said base line, thence south $80^{\circ} 39' 39''$ east 25.00 feet to a point on the westerly side of McGertie Avenue bearing north $80^{\circ} 39' 39''$ west and 69.26 feet distant from the said station 22+48.61, thence following said side of McGertie Avenue north $4^{\circ} 27' 41''$ east 114.36 feet to a point bearing north $85^{\circ} 32' 19''$ west and 149.52 feet distant from station 23+93.40 of said line, thence leaving said side of McGertie Avenue and extending south $85^{\circ} 32' 19''$ east 61.78 feet to a point bearing north $85^{\circ} 32' 19''$ west and 87.74 feet distant from the said station 23+93.40, thence north $36^{\circ} 50' 05''$ east 177.54 feet to a point bearing north $71^{\circ} 10' 10''$ west and 63.28 feet distant from station 25+44.25 of said base line, thence north $5^{\circ} 46' 26''$ east 115.23 feet to a point bearing north $61^{\circ} 53' 39''$ west and 106.24 feet distant from station 26+40.64 of said base line, thence north $31^{\circ} 22' 31''$ east 460.11 feet to a point bearing north $61^{\circ} 53' 39''$ west and 80.00 feet distant from station 31+00.00 of said base line thence parallel to the above described main base line and 80.00 feet distant therefrom to a point bearing north $85^{\circ} 36' 54''$ west and 80.00 feet distant from station 75+98.16 of said base line, thence north $6^{\circ} 35' 47''$ east 388.74 feet distant from station 79+89.58 of said base line, thence north $4^{\circ} 23' 06''$ east 81.48 feet to a point bearing south $88^{\circ} 29' 49''$ west and 65.34 feet distant from station 80+74.80 of said base line, thence north $41^{\circ} 33' 58''$ east 255.31 feet to a point at the end of the section, on the woutherly location line of the aforesaid 1940 layout on the Granby Road, said point bearing south $13^{\circ} 51' 24''$ east and being 50.00 feet distant from station 148+98.02 of the above described auxiliary base line.

The easterly location line of Section No. 1 begins at a point on the easterly side of Montgomery Street bearing south $18^{\circ} 37' 21''$ east and 68.82 feet distant from the point of beginning of the above described main base line shown on Plan as station 10+72.24 and extends thence, leaving said side of Montgomery Street, northerly, northeasterly and easterly by a curve of 35.00 feet radius 48.19 feet to a point bearing wouth $57^{\circ} 35' 03''$ east and 63.76 feet distant from the said station 10+72.24, thence by a curve to the right of 190.00 feet radius 35.27 feet to a point on the southerly side of Sheridan Street bearing south $68^{\circ} 49' 53''$ east and 95.48 feet distant from the aforesaid station 10+72.24, then beginning again at a point on the northerly side of

Sheridan Street bearing south $63^{\circ} 23' 46''$ east and 92.45 feet distant from station 11+33.50 of said base line and extending thence north $3^{\circ} 15' 48''$ west 65.16 feet to a point bearing south $63^{\circ} 23' 46''$ east and 60.00 feet distant from station 11+90.00 of said base line, thence north $26^{\circ} 36' 14''$ east 93.88 feet to a point bearing south $63^{\circ} 23' 46''$ east and 60.00 feet distant from station 12+83.88 of said base line, thence by a curve to the right of 940.00 feet radius 164.78 feet to a point bearing south $6^{\circ} 35' 42''$ east and 106.51 feet distant from station 15+37.90 of said base line, thence north $6^{\circ} 35' 42''$ west 27.44 feet to a point bearing south $6^{\circ} 35' 42''$ east and 79.07 feet distant from the said station 15+37.90, thence northeasterly by a curve to the right of 956.00 feet radius 29.88 feet to a point bearing south $26^{\circ} 29' 56''$ east and 61.38 feet distant from the aforesaid station 15+37.90, thence north $38^{\circ} 41' 05''$ east 16.25 feet to a point bearing south $41^{\circ} 37' 09''$ east and 56.52 feet distant from the aforesaid station 15+37.90, thence north $83^{\circ} 00' 08''$ east 50.89 feet to a point on the westerly side of Jackson Street bearing south $6^{\circ} 35' 42''$ east and 124.27 feet distant from station 16+52.34 of said base line, thence following said side of Jackson Street, north $6^{\circ} 35' 42''$ west 30.14 feet to a point bearing south $6^{\circ} 35' 42''$ east and 94.13 feet distant from the said station 16+52.34, thence crossing said street, north $83^{\circ} 24' 18''$ east 30.00 feet to a point on the easterly side thereof bearing south $24^{\circ} 16' 19''$ east and 98.80 feet distant from the aforesaid station 16+52.34, thence leaving said easterly side of Jackson Street and extending north $48^{\circ} 41' 39''$ east 130.87 feet to a point bearing south $43^{\circ} 50' 39''$ east and 100.00 feet distant from station 17+50.00 of said base line, thence north $41^{\circ} 52' 00''$ east 200.56 feet to a point bearing south $43^{\circ} 50' 39''$ east and 85.00 feet distant from station 19+50.00 of said base line, thence north $40^{\circ} 17' 14''$ east 410.89 feet to a point bearing south $53^{\circ} 03' 20''$ east and 60.00 feet distant from station 23+50.00 of said base line, thence north $71^{\circ} 11' 55''$ east 134.30 feet to a point bearing south $57^{\circ} 36' 21''$ east and 140.00 feet distant from station 24+50.00 of said base line, thence north $23^{\circ} 00' 23''$ east 462.21 feet to a point bearing south $61^{\circ} 53' 39''$ east and 95.00 feet distant from station 29+00.00 of said base line, thence north $61^{\circ} 53' 39''$ west 15.00 feet to a point bearing south $61^{\circ} 53' 39''$ east and 80.00 feet distant from the said station 29+00.00, thence parallel to the above described main base line and 80.00 feet distant therefrom to a point bearing south $85^{\circ} 36' 54''$ east and 80.00 feet distant from station 71+50.00 of said base line, thence north $13^{\circ} 50' 50''$ east 152.07 feet to a point bearing south $85^{\circ} 36' 54''$ east and 105.00 feet distant from station 73+00 of said base line, thence north $1^{\circ} 04' 46''$ east 693.71 feet to a point bearing south $88^{\circ} 13' 54''$ east and 65.07 feet distant from station 79+89.58, of said base line thence north $4^{\circ} 23' 06''$ east 88.95 feet to a point bearing north $88^{\circ} 29' 49''$ east and 65.34 feet distant from station 80+74.80 of said base line, thence north $48^{\circ} 16' 45''$ east 339.28 feet to a point at the end of the section, on the aforesaid southerly

location line of the 1940 layout on the Granby Road, said point bearing south $54^{\circ} 28' 59''$ east and being 84.13 feet distant from the point of beginning of the above described auxiliary base line shown on plan as station 153+97.64

SECTION NO. 2

The westerly location line of Section No. 2 begins at a point on the northerly location line of the aforesaid 1940 layout on the Granby Road bearing north $18^{\circ} 18' 35''$ west and 50.00 feet distant from the point of ending of the above described auxiliary base line shown on plan as station 148+04.76 and extends thence north $45^{\circ} 55' 37''$ east 486.41 feet to a point bearing north $79^{\circ} 00' 34''$ west and 85.00 feet distant from station 86+62.98 of the above described main base line, thence parallel to said main base line and 85.00 feet distant therefrom to a point bearing north $79^{\circ} 00' 34''$ west and 85.00 feet distant from station 100+00 of said base line, thence south $79^{\circ} 00' 34''$ east 15.00 feet to a point bearing north $79^{\circ} 00' 34''$ west and 70.00 feet distant from the said station 100+00, thence parallel to the above described main base line and 70.00 feet distant therefrom to a point bearing north $79^{\circ} 00' 34''$ west and 70.00 feet distant from station 109+00 of said base line, thence north $8^{\circ} 00' 15''$ east 304.99 feet to a point bearing north $76^{\circ} 03' 02''$ west and 90.00 feet distant from station 112+00 of said base line, thence north $14^{\circ} 57' 55''$ east 309.53 feet to a point bearing north $70^{\circ} 19' 15''$ west and 100.00 feet distant from station 115+00 of said base line, thence north $21^{\circ} 42' 04''$ east 518.75 feet to a point bearing north $60^{\circ} 46' 18''$ west and 125.00 feet distant from station 120+00 of said base line, thence north $31^{\circ} 50' 25''$ east 602.91 feet to a point bearing north $59^{\circ} 30' 49''$ west and 110.00 feet distant from station 126+00 of said base line, thence north $36^{\circ} 11' 49''$ east 100.50 feet to a point bearing north $59^{\circ} 30' 49''$ west and 100.00 feet distant from station 127+00 of said base line, thence parallel to the above described main base line and 100.00 feet distant therefrom to a point bearing north $59^{\circ} 30' 49''$ west and 100.00 feet distant from station 132+00 of said base line, thence south $59^{\circ} 30' 49''$ east 20.00 feet to a point bearing north $59^{\circ} 30' 49''$ west and 80.00 feet distant from the said station 132+00, thence parallel to the above described main base line and 80.00 feet distant therefrom to a point bearing north $59^{\circ} 30' 49''$ west and 80.00 feet distant from the point of ending of said base line shown on plan as station 154+00, thence south $59^{\circ} 30' 49''$ east 22.50 feet to a point at the end of the section, on the southerly location line of the aforesaid Main Gate to Prospect Street Road, bearing north $59^{\circ} 30' 49''$ west and 57.50 feet distant from the said station 154+00.

The easterly location line of Section No. 2 begins at a point on the northerly location line of the aforesaid 1940 layout on the Granby Road bearing north $0^{\circ} 56' 44''$ west and 50.00 feet distant from the point of beginning of the above described auxiliary base line shown on plan as station 153+97.64 and extends thence north $39^{\circ} 19' 38''$ west 167.51

feet to a point bearing south $79^{\circ} 00' 34''$ east and 85.00 feet distant from station 85+51.48 of the above described main base line, thence parallel to said base line and 85.00 feet distant therefrom to a point bearing south $79^{\circ} 00' 34''$ east and 85.00 feet distant from station 100+00 of said base line, thence north $79^{\circ} 00' 34''$ west 15.00 feet to a point bearing south $79^{\circ} 00' 34''$ east and 70.00 feet distant from the said station 100+00, thence parallel to said base line and 70.00 feet distant therefrom to a point bearing south $79^{\circ} 00' 34''$ east and 70.00 feet distant from station 109+00 of said base line, thence north $19^{\circ} 07' 27''$ east 558.16 feet to a point bearing south $70^{\circ} 52' 33''$ east and 120.00 feet distant from station 114+70.95 of said base line, thence parallel to the above described main base line and 120.00 feet distant therefrom to a point bearing south $59^{\circ} 30' 49''$ east and 120.00 feet distant from station 127+00 of said base line, thence north $59^{\circ} 30' 49''$ west 30.00 feet to a point bearing south $59^{\circ} 30' 49''$ east and 90.00 feet distant from the said station 127+00, thence parallel to the above described main base line and 90.00 feet distant therefrom to a point bearing south $59^{\circ} 30' 49''$ east and 90.00 feet distant from station 132+00 of said base line, thence north $59^{\circ} 30' 49''$ west 10.00 feet to a point bearing south $59^{\circ} 30' 49''$ east and 80.00 feet distant from the said station 132+00, thence parallel to the above described main base line and 80.00 feet distant therefrom to a point bearing south $59^{\circ} 30' 49''$ east and 80.00 feet distant from station 147+00 of said base line, thence south $59^{\circ} 30' 49''$ east 20.00 feet to a point bearing south $59^{\circ} 30' 49''$ east and 100.00 feet distant from the said station 147+00, thence parallel to the above described main base line and 100.00 feet distant therefrom to a point bearing south $59^{\circ} 30' 49''$ east and 100.00 feet distant from the point of ending of said base line shown on plan as station 154+00, thence north $59^{\circ} 30' 49''$ west 42.50 feet to a point at the end of the section, on the southerly location line of the aforesaid 1941 layout on the Main Gate to Prospect Street Road, said point bearing south $59^{\circ} 30' 49''$ east and being 57.50 feet distant from the said station 154+00.

SECTION NO. 3.

The base line of section No. 3 begins at a point marking the northerly end of the auxiliary base line of the aforesaid 1941 layout on the main Gate to Prospect Street Road, said point being shown on plan as station 168+00 and extends thence northerly by a curve to the left of 4266.08 feet radius 1681.53 feet, thence north $4^{\circ} 06' 06''$ east 2255.46 feet to a point at the end of the section, on the aforesaid Chicopee-South Hadley line about 600 feet distant easterly (measured along said town line) of Willimansett Street, said point of ending being shown on plan as station 207+36.99. The westerly location line of section No. 3 begins at a point on the southerly location line of the aforesaid 1941 layout on the Main Gate to Prospect Street Road bearing north $63^{\circ} 18' 52''$ west and 57.50 feet distant from the point of beginning of the above described base line shown on plan as

station 158+00 and extends thence north $63^{\circ} 18' 52''$ west 12.50 feet to a point bearing north $63^{\circ} 18' 52''$ west and 70.00 feet distant from the said station 168+00, thence parallel to said base line and 70.00 feet distant therefrom to a point bearing north $79^{\circ} 07' 59''$ west and 70.09 feet distant from station 181+93.56, thence north $79^{\circ} 07' 59''$ west 8.40 feet to a point bearing north $79^{\circ} 07' 59''$ west and 78.49 feet distant from the said station 181+93.56, thence north $7^{\circ} 52' 01''$ east 424.65 feet to a point in the southwesterly side of Britton Street bearing north $65^{\circ} 00' 14''$ west and 63.98 feet distant from station 186+03.95, thence crossing said street, north $10^{\circ} 44' 14''$ east 41.27 feet to a point on the northeasterly side thereof bearing north $65^{\circ} 00' 14''$ west and 58.87 feet distant from station 186+46.77, thence leaving said northeasterly side of Britton Street and extending north $4^{\circ} 06' 06''$ east 132.24 feet to a point bearing north $85^{\circ} 53' 54''$ west and 55.00 feet distant from station 188+00, thence north $85^{\circ} 53' 54''$ west 25.00 feet to a point bearing north $85^{\circ} 53' 54''$ west and 80.00 feet distant from the said station 188+00, thence north $4^{\circ} 06' 06''$ east 494.89 feet to a point on the northerly side of Beaudry Street bearing north $85^{\circ} 19' 59''$ west and 80.00 feet distant from station 192+94.10, thence following said northerly side of Beaudry Street, north $85^{\circ} 19' 59''$ west 3.27 feet to a point bearing north $85^{\circ} 19' 59''$ west and 83.27 feet distant from the said station 192+94.10, thence leaving said side of Beaudry Street and extending north $4^{\circ} 15' 06''$ east 109.00 feet to a point bearing north $85^{\circ} 19' 59''$ west and 82.99 feet distant from station 194+03.10, thence south $85^{\circ} 19' 59''$ east 12.99 feet to a point bearing north $85^{\circ} 19' 59''$ west and 70.00 feet distant from the said station 194+03.10, thence parallel to the above described base line and 70.00 feet distant therefrom to a point at the end of the section, on the aforesaid Chicopee-South Hadley Line, bearing north $85^{\circ} 48' 19''$ west and 70.00 feet distant from the point of ending of said base line shown on plan as station 207+36.99.

The easterly location line of Section No. 3 begins at a point on the aforesaid southerly location line of the 1941 layout on the Main Gate to Prospect Street Road bearing south $63^{\circ} 18' 52''$ east and 57.50 feet distant from the point of beginning of the above described base line shown on plan as station 168+00 and extends thence south $63^{\circ} 18' 52''$ east 22.50 feet to a point bearing south $63^{\circ} 18' 52''$ east and 80.00 feet distant from the said station 168+00, thence parallel to said base line and 80.00 feet distant therefrom to a point bearing south $83^{\circ} 27' 37''$ east and 80.00 feet distant from station 183+00, thence north $83^{\circ} 27' 37''$ west 20.00 feet to a point bearing south $83^{\circ} 27' 37''$ east and 60.00 feet distant from the said station 183+00, thence northerly by a curve to the left of 4326.08 feet radius 184.08 feet to a point bearing south $85^{\circ} 53' 54''$ east and 60.00 feet distant from station 184+81.53, thence north $85^{\circ} 53' 54''$ west 5.00 feet to a point bearing south $85^{\circ} 53' 54''$ east and 55.00 feet distant from the said station 184+81.53, thence north $4^{\circ} 06' 06''$ east 202.13 feet to a point

bearing south 85° 53' 54" east and 55.00 feet distant from station 186+83.66, thence north 7° 27' 57" east 610.59 feet to a point on the northerly side of Beaudry Street bearing south 85° 19' 59" east and 98.83 feet distant from station 192+94.10, thence following said northerly side of Beaudry Street, north 85° 19' 59" west 20.83 feet to a point bearing south 85° 19' 59" east and 70.00 feet distant from the said station 192+94.10, thence leaving said side of Beaudry Street and extending parallel to the above described base line and 70.00 feet distant therefrom to a point at the end of the section, on the aforesaid Chicopee-South Hadley line, bearing south 85° 48' 19" east and 70.00 feet distant from the point of ending of said base line shown on plan as station 207+36.99.

And the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the City of Chicopee in said County.

CHICOPEE

1941 County Layout.

Description of Land Takings.

Note: the stations hereinafter mentioned are points on the main base line of location of the 1941 Layout on the Montgomery Street to Willimansett Street Road.

Parcel No. 0 A parcel of land supposed to be owned by STEPHEN AND SOPIA MASTALERZ, located on the southerly side of Sheridan Street, so called, at its junction with Montgomery Street, between stations 10+10₊ and 10+48₊, bounded as follows: southeasterly and southerly by remaining land of said Stephen and Sophia Mastalerz 83.46 feet, westerly by Montgomery Street about 38 feet and northerly by Sheridan Street about 63 feet; containing about 400 square feet.

Parcel No. 1 A parcel of land supposed to be owned by BLANCE B GUTFARB, located on the northerly side of Sheridan Street, so called, at its junction with Montgomery Street, between stations 10+90₊ and 13+10₊, bounded as follows:- northerly and northwesterly by remaining land of said Gutfarb about 63 feet, again northerly by land now or formerly of Chicopee Falls Savings Bank about 62 feet, westerly again by land now or formerly of said bank 10.75 feet, again northerly by land now or formerly of Kostany Zajchowski 45.67 feet, easterly by land now or formerly of Stephen Mastalerz about 22 feet, southeasterly and again easterly by remaining land of said Gutfarb about 167 feet, southerly by Sheridan Street about 125 feet and westerly by Montgomery Street 142.93 feet; containing about 21,850 square feet.

Parcel No. 2 A parcel of land supposed to be owned by CHICOPEE FALLS SAVINGS BANK, comprising a portion of the location of the 1941 County Layout located between stations 12+51₊ and 13+21₊, and bounded as follows: northwesterly by remaining land of said bank about

54 feet, northerly by land now or formerly of Nicholas Kintgios about 36 feet, easterly by land now or formerly of Kostany Zajchowski and Blanche B. Gutfarb 47.02 feet and southerly again by land now or formerly of said Gutfarb about 62 feet; containing about 2300 square feet.

Parcel No. 3 A parcel of land supposed to be owned by KOSTANY ZAJCHOWSKI, comprising a portion of the location of the 1941 County Layout, located between stations 12+90 \pm and 14+0 \pm and bounded as follows:- southeasterly by remaining land of said Zajchowski about 82 feet, southerly by land now or formerly of Stephen Mastalerz and of Blanche B. Gutfarb about 58 feet, westerly by land now or formerly of Chicopee Falls Savings Bank and Nicholas Kintgios 64.87 feet, northerly by land now or formerly of Chicopee Cooperative Bank 48.70 feet, again westerly by land now or formerly of Chicopee Cooperative Bank 4.30 feet and again northerly by land now or formerly of Mary Ginalski about 52 feet; containing about 5400 square feet.

Parcel No. 4 A parcel of land supposed to be owned by STEPHEN MASTALERZ, comprising a portion of the location of the 1941 County Layout, located between stations 12+90 \pm and 13+15 \pm and bounded as follows:- southeasterly by remaining land of said Mastalerz about 25 feet, westerly by land now or formerly of Blanche B. Gutfarb about 22 feet and northerly by land now or formerly of Kostany Zajchowski about 12 feet; containing about 130 square feet.

Parcel No. 5 A parcel of land supposed to be owned by NICHOLAS KINTGIOS, comprising a portion of the location of the 1941 county layout, located between stations 13+05 \pm and 13+48 \pm and bounded as follows:- northwesterly by remaining land of said Kintgios about 34 feet, northerly by land now or formerly of Chicopee Cooperative Bank about 20 feet, easterly by land now or formerly of Kostany Zajchowski 28.60 feet and southerly by land now or formerly of Chicopee Falls Savings Bank about 36 feet; containing about 800 square feet.

Parcel No. 6 A parcel of land supposed to be owned by CHICOPEE COOPERATIVE BANK, comprising a portion of the location of the 1941 county layout, located between stations 13+39 \pm and 14+35 \pm and bounded as follows:- northwesterly and westerly by remaining land of said bank about 90 feet, northerly by land now or formerly of Alojzy Bak et al 45.80 feet, easterly and northerly by land now or formerly of Joseph Zygarowski about 52 feet, again easterly by land now or formerly of Mary Ginalski about 33 feet and southerly by land now or formerly of Kostany Zajchowski and Nicholas Kintgios about 69 feet; containing about 3975 square feet.

Parcel No. 7 A parcel of land supposed to be owned by MARY GINALSKI, comprising a portion of the location of the 1941 county layout, located between stations 13+74 \pm and 14+56 \pm and bounded as follows:- southeasterly by remaining land of said Ginalski about 53 feet southerly by land now or formerly of Kostany Zajchowski about 52 feet, westerly by land now or formerly of Chicopee Cooperative Bank about 29 feet and northerly by land now or formerly of Joseph Zygarowski

about 90 feet; containing about 2500 square feet.

Parcel No. 8 A parcel of land supposed to be owned by JOSEPH ZYGAROWSKI, comprising a portion of the location of the 1941 county layout, located between stations 13+98₊ and 16+05₊ and bounded as follows:- northwesterly by remaining land of said Zygarowski about 31 feet, northerly by land now or formerly of Lawrence R. Flint about 164 feet, easterly by land now or formerly of Jackson Street about 54 feet, southerly by land now or formerly of John Dupuis Estate 83.33 feet, again easterly by land now or formerly of John Dupuis Estate 60.00 feet, again southerly by land now or formerly of Mary Ginalska 92.42 feet and westerly by land now or formerly of Chicopee Cooperative Bank and Alojzy Bak et al about 106 feet; containing about 16,675 square feet.

Parcel No. 9 A parcel of land supposed to be owned by ALOJZYK BAK ET AL, comprising a portion of the location of the 1941 county layout, located between stations 14+10₊ and 14+75₊ and bounded as follows:- northwesterly by remaining land of said Bak et al about 66 feet, easterly by land now or formerly of Joseph Zygarowski about 56 feet and southerly by land now or formerly of Chicopee Cooperative Bank 45.80 feet; containing about 1270 square feet.

Parcel No. 10 A parcel of land supposed to be owned by JOHN DUPUIS ESTATE, comprising a portion of the location of the 1941 county layout, located between stations 14+78₊ and 15+25₊ and bounded as follows:- southeasterly by remaining land of said estate 46.13 feet, westerly by land now or formerly of Joseph Zygarowski 32.56 feet and northerly again by land now or formerly of Joseph Zygarowski 32.44 feet; containing about 505 square feet.

Parcel No. 11 A parcel of land supposed to be owned by LAWRENCE R. FLINT, comprising a portion of the location of the 1941 county layout, located between stations 15+02₊ and 16+60₊ and bounded as follows:- northwesterly by remaining land of said Flint about 107 feet, northerly by land now or formerly of Catherine and Bartholomew Moriarity about 96 feet, easterly by land now or formerly of Jackson Street 82.50 feet and southerly by land now or formerly of Joseph Zygarowski about 164 feet; containing about 11,000 square feet.

Parcel No. 12 A parcel of land supposed to be owned by OWNER UNKNOWN (JACKSON STREET) comprising a portion of the location of the 1941 county layout, located between stations 15+86₊ and 16+80₊ and bounded as follows:- southerly by remaining land of said owner unknown 30.00 feet, westerly by land now or formerly of Joseph Zygarowski and Lawrence R. Flint about 106 feet, northerly by land now or formerly of Adam and Wiktorya Pietras about 31 feet and easterly by land now or formerly of Heirs of Samuel McNulty about 100 feet; containing about 3090 square feet.

Parcel No. 13 A parcel of land supposed to be owned by CATHERINE AND BARTHOLOMEW MORIARITY, comprising a portion of the location of the 1941 County Layout, located between stations 16+00₊ and 17+28₊ and bounded as follows:- northwesterly by remaining land of said

Moriarity about 130 feet, northerly by land now or formerly of Frank Fitzpatrick about 15 feet, easterly by land now or formerly of Adam and Wiktorya Pietras 111.10 feet and southerly by land now or formerly of Lawrence R. Flint about 96 feet; containing about 6165 square feet.

Parcel No. 14 A parcel of land supposed to be owned by SAMUEL McNULTY HEIRS, comprising a portion of the location of the 1941 county layout, located between stations 16+12+ and 17+50 and bounded as follows:- southeasterly by remaining land of said McNulty Heirs about 131 feet, westerly by land now or formerly of Jackson Street about 100 feet and northerly by land now or formerly of Adam and Wiktorya Pietras about 110 feet; containing about 5340 square feet.

Parcel No. 15 A parcel of land supposed to be owned by ADAM AND WIKTORIA PIETRAS, comprising a portion of the location of the 1941 county layout, located between stations 16+60+ 18+82+ and bounded as follows:- southeasterly by remaining land of said Pietras about 128 feet, southerly by land now or formerly of Samuel McNulty Heirs and Jackson Street about 141 feet, westerly by land now or formerly of Catherine and Bartholomew Moriarity 111.10 feet, northerly by land now or formerly of Frank Fitzpatrick and Wojaleck Smist et al 237.20 feet and easterly by land now or formerly of John Dupuis about 6 feet; containing about 20,900 square feet.

Parcel No. 16 A parcel of land supposed to be owned by FRANK FITZPARTICK, comprising a portion of the location of the 1941 county layout, located between stations 17+19+ and 18+60+ and bounded as follows:- Northwesterly by remaining land of said Fitzpatrick about 118 feet, northerly by land now or formerly of Margarete Fitzpatrick about 38 feet, easterly by land now or formerly of Wojaleck Smist et al about 88 feet and southerly by land now or formerly of Adam and Wiktorya Pietras and Catherine and Bartholomew Moriarity about 141 feet; containing about 7000 square feet.

Parcel No. 17 A parcel of land supposed to be owned by WOJAIECH AND RACARGNA SMIST, comprising a portion of the location of the 1941 county layout, located between stations 18+09+ and 20+47+ and bounded as follows: Northwesterly by remaining land of said Smist about 137 feet, northerly by land now or formerly of Pawela Anna Klamut about 47 feet, easterly by land now or formerly of Mary T. Keating about 217 feet, southerly by land now or formerly of Adam and Wiktorya Pietras about 112 feet and westerly by land now or formerly of Frank Fitzpatrick and Margarete Fitzpatrick about 121 feet; containing about 24120 square feet.

Parcel No. 18 A parcel of land supposed to be owned by MARGARETE FITZPARICK, comprising a portion of the location of the 1941 county layout, located between stations 18+36+ and 18+79+ and bounded as follows:- northwesterly by remaining land of said Fitzpatrick about 44 feet, easterly by land now or formerly of Wojaleck and Racargna Smist about 33 feet and southerly by land now or formerly of Frank Fitzpatrick about 38 feet; containing about 610 square feet.

Parcel No. 19 A parcel of land supposed to be owned by JOHN DUPUIS, comprising a portion of the location of the 1941 County layout, located between stations 18+79+ and 18+86+ and bounded as follows:- southeasterly by remaining land of said Dupuis about 7 feet, westerly by land now or formerly of Adam and Wiktorya Pietras about 6 feet and northerly by land now or formerly of Mary T. Keating about 5 feet; containing about 15 square feet.

Parcel No. 20 A parcel of land supposed to be owned by MARY T. KEATING, comprising a portion of the location of the 1941 County Layout, located between stations 18+81+ and 22+83+ and bounded as follows:- southeasterly by remaining land of said Keating about 406 feet, southerly by land now or formerly of John Dupuis about 5 feet, westerly by land now or formerly of Wojaieck and Racargna Smist and Pawela Anna Klamut about 265 feet, northwesterly by remaining land of said Keating about 108 feet, and northerly by land now or formerly of Frederick Smart, McGertie Avenue, and Lillian E. Ward about 162 feet; containing about 39,070 square feet.

Parcel No. 21 A parcel of land supposed to be owned by PAWELA ANNA KLAMUT, comprising a portion of the location of the 1941 County Layout, located between stations 20+16+ and 20+84+ and bounded as follows:- northwesterly by remaining land of said Klamut about 68 feet, easterly by land now or formerly of Mary T. Keating about 48 feet and southerly by land now or formerly of Wojaieck and Racargna Smist about 47 feet; containing about 1130 square feet.

Parcel No. 22 A parcel of land supposed to be owned by OWNER UNKNOWN (McGERTIE AVENUE), comprising a portion of the location of the 1941 county layout, located between stations 22+10+ and 23+40+ and bounded as follows:- westerly by land now or formerly of Frederick Smart and George Ackerman 114.36 feet, northerly by remaining land of said McGertie Avenue 50.00 feet, easterly by land now or formerly of Lillian E. Ward about 119 feet and southerly by land now or formerly of Mary T. Keating about 50 feet; containing about 5825 square feet.

Parcel No. 23 A parcel of land supposed to be owned by LILLIAN E. WARD, comprising a portion of the location of the 1941 county layout, located between stations 22+38+ and 23+96+ and bounded as follows:- southeasterly by remaining land of said Ward about 24 feet, southerly by land now or formerly of Mary T. Keating about 87 feet, westerly by land now or formerly of McGertie Avenue about 119 feet, northerly by land now or formerly of Louise M. Ward about 104 feet and easterly by land now or formerly of Eugene O'Neil Jr. about 106 feet; containing about 12,430 feet.

Parcel No. 24 A parcel of land supposed to be owned by EUGENE O'NEIL JR., comprising a portion of the location of the 1941 county layout, located between stations 23+07+ and 27+37+ and bounded as follows:- southeasterly, southerly, and again southeasterly by remaining land of said O'Neil about 477 feet, westerly by land now or formerly of Lillian E. Ward, Louise M. Ward, Jennings Street and

Genevieve Kusiak about 371 feet and northerly by land now or formerly of Rose A. and Willard I. Brown et al and Peter Harry about 236 feet; containing about 59,200 square feet.

Parcel No. 25 A parcel of land supposed to be owned by LOUISE M WARD, comprising a portion of the location of the 1941 county layout, located between stations 23+46 $\frac{1}{2}$ and 24+85 $\frac{1}{2}$ and bounded as follows:- northwesterly by remaining land of said Ward about 118 feet, northerly by land now or formerly of Jennings Street about 30 feet, easterly by land now or formerly of Eugene O'Neil Jr. 100.02 feet and southerly by land now or formerly of Lillian E. Ward about 92 feet; containing about 6100 square feet.

Parcel No. 26 A parcel of land supposed to be owned by OWNER UNKNOWN (JENNINGS STREET), comprising a portion of the location of the 1941 county layout, located between stations 24+72 $\frac{1}{2}$ and 25+35 $\frac{1}{2}$ and bounded as follows:- northwesterly by remaining land of said Jennings Street about 59.5 feet, easterly by land now or formerly of Eugene O'Neil Jr. 50.00 feet and southerly by land now or formerly of Louise M. Ward about 30 feet; containing about 750 square feet.

Parcel No. 27 A parcel of land supposed to be owned by ROSE A. AND WILLARD I. BROWN, ET AL, comprising a portion of the location of the 1941 county layout, located between stations 26+40.64 and 28+04 $\frac{1}{2}$ and bounded as follows:- northwesterly by remaining land of said Brown about 162 feet, northeasterly by land now or formerly of Peter Harry about 180 feet and southerly by land now or formerly of Eugene O'Neil Jr. about 181 feet; containing about 13,100 square feet.

Parcel No. 28 A parcel of land supposed to be owned by PETER HARRY, comprising a portion of the location of the 1941 layout, located between stations 27+14 $\frac{1}{2}$ and 40+40 $\frac{1}{2}$ and bounded as follows:- northwesterly by remaining land of said Harry about 1168 feet, northerly by land now or formerly of Michael Lenart about 174 feet, southeasterly, northeasterly and again southeasterly by remaining land of said Harry about 1320 feet, southerly by land now or formerly of Eugene O'Neil Jr. about 55 feet and southwesterly by land now or formerly of Rose A. and Willard I. Brown et al about 180 feet; containing about 207,550 square feet.

Parcel No. 29 A parcel of land supposed to be owned by MICHAEL LENART, comprising the full width of the location of the 1941 county layout, between stations 39+70 $\frac{1}{2}$ and 44+03 $\frac{1}{2}$ bounded as follows: northwesterly by order land of said Lenart about 382 feet, northerly by land now or formerly of Mary T. Keating about 132 feet, easterly by land now or formerly of Stanley Kulig about 92 feet, southeasterly by other land of said Lenart about 278 feet, and southerly by land now or formerly of Peter Harry about 174 feet; containing about 58,900 square feet.

Parcel No. 30 A parcel of land supposed to be owned by STANLDY KULIG, comprising in part the full width of the location of the 1941 County Layout between stations 43+18 $\frac{1}{2}$ and 71+50 $\frac{1}{2}$, bounded as

follows: northwesterly by other land of said Kulig about 1588 feet; northerly by land now or formerly of Joseph Walas et al about 52 feet; westerly by land now or formerly of said Walas et al, and of Stanley Kulig et al, about 842 feet; northerly by land now or formerly of Jesse Pendelton about 118 feet; southeasterly by other land of said Kulig about 2862 feet; and westerly by land of Michael Lenart and now or formerly of Mary T. Keating about 400 feet; containing about 390,750 square feet.

Parcel 31 A parcel of land supposed to be owned by MARY T. KEATING, comprising the northwesterly portion of the location of the 1941 County Layout between stations 43+51+ and 46+84+ bounded as follows: northwesterly by other land of said Keating about 333 feet; easterly by land now or formerly of Stanley Kulig about 308 feet, and southerly by land now or formerly of Michael Lenart about 132 feet; containing about 20,330 square feet.

Parcel 32 A parcel of land supposed to be owned by JOSEPH WALAS ET AL, comprising the westerly portion of the location of the 1941 County Layout between stations 62+98+ and 65+03+ bounded as follows: westerly by other land of said Walas et al about 200 feet; northerly by land now or formerly of Stanley Kulig et al about 36 feet; easterly by land now or formerly of Stanley Kulig about 198 feet, and southerly again by land now or formerly of Stanley Kulig about 52 feet; containing about 8475 square feet.

Parcel 33 A parcel of land supposed to be owned by STANLEY KULIG ET AL, comprising the westerly portion of the location of the 1941 County Layout between stations 65+02+ and 71+50+ bounded as follows: westerly by other land of said Kulig et al about 645 feet; northerly by land now or formerly of Frank A. Lynch et al about 42 feet; easterly by land now or formerly of Stanley Kulig about 644 feet; and southerly by land now or formerly of Joseph Walas et al about 36 feet; containing about 24,200 square feet.

Parcel 34 A parcel of land supposed to be owned by Jesse Pendelton comprising the easterly portion of the location of the 1941 County Layout between 71+46+ and 76+05+ bounded as follows: easterly by remaining land of said Pendelton about 462 feet; southerly by land now or formerly of Stanley Kulig about 118 feet; westerly by land now or formerly of Frank A. Lynch et al about 452 feet; and northerly by land now or formerly of said Lynch et al about 62,965 square feet.

Parcel 35 A parcel of land supposed to be owned by FRANK A. LYNCH ET AL, comprising in part a portion and in part the full width of the location of the 1941 County Layout between stations 71+50+ and 79+94+ bounded as follows: westerly by other land of said Lynch et al about 839 feet; northerly by land of the United States of America 130.14 feet; easterly by other land of said Lynch et al about 387 feet; southerly and again easterly by land now or formerly of Jesse Pendelton about 587 feet; and again southerly by land now or formerly of Stanley Kulig et al about 42 feet; containing about 74,400 square feet.

Parcel 36 A parcel of land supposed to be owned by ROBERT HEWINS, comprising a portion of the location of the 1941 County Layout between stations 80+94+ and 83+06+ bounded as follows: south-westerly by other land of said Hewins about 217 feet; northerly by Granby Road (as laid out in 1940) about 340 feet; easterly by land now or formerly of Herve Piquette et al about 201 feet; and southerly by the former location of Granby Road about 177 feet; containing about 50,235 square feet.

Parcel 37 A parcel of land supposed to be owned by HERVE PIQUETTE ET ALL, comprising a portion of the location of the 1941 County Layout between stations 81+06+ and 83+28+ bounded as follows: south-easterly by other land of said Piquette et al about 307 feet; southerly by the former location of Granby Road about 4 feet; westerly by land now or formerly of Robert Hewins about 201 feet; and northerly by Granby Road (as laid out in 1940) about 218 feet; containing about 22,200 square feet.

Parcel 38 A parcel of land supposed to be owned by ROBERT HEWINS, comprising a portion of the location of the 1941 County Layout between stations 83+04+ and 89+90+ bounded as follows: north-westerly and westerly by other land of said Hewins about 802 feet; north-erly by land now or formerly of the Roman Catholic Bishop of Springfield about 103 feet; easterly by land now or formerly of Herve Piquette et al about 576 feet; and southerly by Granby Road (as laid out in 1940) about 471 feet; containing about 116,150 square feet.

Parcel 39 A parcel of land supposed to be owned by HERVE PIQUETTE ET AL, comprising a portion of the location of the 1941 County Layout between stations 84+17+ and 89+96+ bounded as follows: easterly and northeasterly by other land of said Piquette et al about 612 feet; southerly by Granby Road (as laid out in 1940) about 140 feet; westerly by land now or formerly of Robert Hewins about 576 feetp and northerly by land now or formerly of the Roman Catholic Bishop of Springfield about 68 feet; containing about 30,250 square feet.

Parcel 40 A parcel of land supposed to be owned by the Roman Catholic Bishop of Springfield comprising a portion of the 1941 County Layout between stations 89+79+ and 104+72+ bounded as follows: westerly, northerly and again westerly by other land of said Bishop of Springfield about 1496 feet; northerly by Pendleton Avenue about 141 feet; easterly, northerly, and again easterly by other land of said Bishop of Springfield, about 1493 feet; and southerly by land now or formerly of Herve Piquette et al and of Robert Hewins about 171 feet; containing about 237,400 square feet.

Parcel 41 A parcel of land supposed to be owned by ELIZA ALDWORTH comprising a portion of the location of the 1941 County Layout between stations 105+25+ and 119+84+ bounded as follows: westerly by other land of said Eliza Aldworth about 1387 feet; northerly by land now or formerly of the Holyoke Ice Company about 251 feet; easterly by other land of said Aldworth about 1409 feet; and southerly by Pendleton Avenue

about 141 feet; containing about 260,00 square feet.

Parcel 42 A parcel of land supposed to be owned by THE HOLYOKE ICE COMPANY comprising a portion of the location of the 1941 County Layout between stations 118+84₊ and 135+20₊ bounded as follows: northwesterly, northeasterly, and again northwesterly by other land of said Holyoke Ice Company about 1577 feet; northerly by land now or formerly of Bernard Goddard about 183 feet; southeasterly, northeasterly and again southeasterly by other land of said Holyoke Ice Company about 1572 feet; and southerly by land now or formerly of Eliza Aldworth about 251 feet; containing about 320,300 square feet.

Parcel 43 A parcel of land supposed to be owned by BERNARD GODDARD, comprising a portion of the location of the 1941 County Layout between stations 134+32₊ and 147+00₊ bounded as follows: northwesterly by other land of said Goddard about 1268 feet; easterly by land of Owner Unknown about 372 feet; southeasterly by other land of said Goddard about 843 feet; and southerly by land now or formerly of the Holyoke Ice Company about 183 feet; containing about 168,880 square feet.

Parcel 44 A parcel of land of an OWNER UNKNOWN, comprising a portion of the location of the 1941 County Layout between stations 143+63₊ and 151+48₊ bounded as follows: northwesterly by other land of said Unknown Owner about 358 feet; northerly by land now or formerly of Elsie L. Kemp about 201 feet; southeasterly, southwesterly, and again southeasterly by other land of said Unknown Owner about 805 feet; and westerly by land now or formerly of Bernard Goddard about 372 feet; containing about 99,500 square feet.

Parcel 45 A parcel of land supposed to be owned by ELSIE L. KEMP, comprising a portion of the location of the 1941 County Layout between stations 150+58₊ and 154+00.00, bounded as follows: northwesterly by other land of said Kemp about 342 feet; northeasterly by land now or formerly of said Kemp, 180.00 feet; southeasterly by other land of said Kemp about 252 feet; and southerly by land of Owner Unknown about 201 feet; containing about 53,460 square feet.

Parcel 46 A parcel of land supposed to be owned by OLIVER LA CHANCE ET AL, comprising a portion of the location of the 1941 County Layout between stations 168+00₊ and 170+92₊ bounded as follows: northwesterly by other land of said LaChance et al about 288 feet; easterly by land now or formerly of Merton D. Stone about 314 feet; and southwesterly by land now or formerly of said LaChance et al about 115 feet; containing about 16,675 square feet.

Parcel 47 A parcel of land supposed to be owned by MERTON D. STONE, comprising a portion of the location of the 1941 County Layout between stations 168+00₊ and 178+78₊ bounded as follows: westerly by other land of said Stone about 756 feet; northerly by land now or formerly of Anna V. Kidder or Francis Murray et al about 151 feet; easterly by other land of said Stone about 1100 feet; southwesterly by other land now or formerly of said Stone about 35 feet; and westerly by

land now or formerly of Oliver LaChance et al about 314 feet; containing about 144,300 square feet.

Parcel 48 A parcel of land supposed to be owned by ANNA V. KIDDER OR FRANCIS MURRAY ET AL, comprising a portion of the location of the 1941 County Layout between stations 178+62₊ and 182+00₊ bounded as follows: westerly by other land of said Kidder or Murray et al about 330 feet; northerly by land now or formerly of Antonio and Lena R. Bellerose about 150.5 feet; easterly by other land of said Kidder or Murray et al about 316 feet; and southerly by land now or formerly of Merton D. Stone about 151 feet; containing about 48,450 square feet.

Parcel 49 A parcel of land supposed to be owned by ANTONIO AND LENA R. BELLEROSE, comprising a portion of the location of the 1941 County Layout between stations 181+89₊ and 186+27₊ bounded as follows: westerly by land now or formerly of Elizabeth J. Buss, of Melina Brodeur, and of Delia DeCelles 424.65 feet; northerly by Britton Street about 123 feet; easterly, northerly and again easterly by other land of said Antonio and Lena R. Bellerose about 424 feet; and southerly by land now or formerly of Anna V. Kidder or Francis Murray et al about 159 feet; containing about 55,800 square feet.

Parcel 50 A parcel of land supposed to be owned by MARCELLINE GOYETTE ET AL, comprising a portion of the location of the 1941 County Layout between stations 186+72₊ and 192+67₊ bounded as follows: easterly by land now or formerly of the City of Chicopee, of Charles Goyette and of Owners Unknown about 494 feet; southerly by Britton Street about 102 feet; westerly by land now or formerly of James F. Mills, and of Herman Haberman about 606 feet; northerly by Beaudry Street and about 50 feet; and again easterly and northerly by land now or formerly of the City Cooperative Bank about 193 feet; containing about 53,300 square feet.

Parcel 51 A parcel of land supposed to be owned by James F. Mills, comprising a portion of the location of the 1941 County Layout between stations 186+63₊ and 191+18₊ bounded as follows: westerly, southerly and again westerly by other land of said Mills about 475 feet; northerly by land now or formerly of Marcelline Goyette et al about 455 feet; and southerly by Britton Street about 15 feet; containing about 19,300 square feet.

Parcel 52 A parcel of land supposed to be owned by HERMAN HABERMAN, comprising a portion of the location of the 1941 County Layout between stations 191+17₊ and 192+69₊ bounded as follows: westerly by other land of said Herman Haberman about 150 feet; northerly by Beaudry Street about 68 feet; easterly by land now or formerly of Marcelline Goyette et al about 151 feet; and southerly by land now or formerly of James F. Mills about 61 feet; containing about 9675 square feet.

Parcel 53 A parcel of land supposed to be owned by the City Cooperative Bank, comprising a portion of the location of the 1941 County Layout between stations 191+20₊ and 192+68₊ bounded as follows:

easterly by land now or formerly of W. E. Reed and City of Chicopee about 148 feet; southerly and westerly by land now or formerly of Marcelline Goyette et al about 193 feet; and northerly by Beaudry Street about 51 feet; containing about 7350 square feet.

Parcel 54 A parcel of land of OWNER UNKNOWN, (BEAUDRY STREET), comprising a portion of the location of the 1941 County Layout between stations $192+65\frac{1}{2}$ and $192+94\frac{1}{2}$ bounded as follows: westerly by Beaudry Street, about 25 feet; northerly by land now or formerly of John B. Shea 170.83 feet; easterly by Beaudry Street about 26 feet; and southerly by lands now or formerly of the City Cooperative Bank, of Marcelline Goyette et al, and of Herman Haberman about 169 feet; containing about 4250 square feet.

Parcel 55 A parcel of land supposed to be owned by JOHN B. SHEA, comprising a portion of the location of the 1941 County Layout between stations $192+92\frac{1}{2}$ and $194+04\frac{1}{2}$ bounded as follows: westerly by land of Owner Unknown 109.00 feet; northerly by land now or formerly of Antonio J. Beaudry about 153 feet; easterly by other land of said Shea about 107.5 feet; and southerly by Beaudry Street 153.27 feet; containing about 16,550 square feet.

Parcel 56 A parcel of land supposed to be owned by ANTONIO J. BEAUDRY, comprising a portion of the location of the 1941 County layout between station $194+00\frac{1}{2}$ and $195+32\frac{1}{2}$ bounded as follows: westerly by other land of said Beaudry about 129 feet; northerly by land now or formerly of Jos Beaudry about 140 feet; easterly by other land of said Antonio J. Beaudry about 129 feet; and southerly by land now or formerly of John B. Shea about 140 feet; containing about 18,060 square feet.

Parcel 57 A parcel of land supposed to be owned by JOS. BEAUDRY, comprising a portion of the location of the 1941 County Layout between stations $195+28\frac{1}{2}$ and $198+70\frac{1}{2}$, bounded as follows: westerly by other land of said Beaudry about 337 feet; northerly by land now or formerly of James D. McKissick about 140 feet; easterly by other land of said Beaudry about 341 feet; and southerly by land now or formerly of Antonio J. Beaudry about 140 feet; containing about 47,460 square feet.

Parcel 58 A parcel of land supposed to be owned by JAMES D. MCKISSICK, comprising a portion of the location of the 1941 County Layout between stations $198+70\frac{1}{2}$ and $202+17\frac{1}{2}$ bounded as follows: westerly by other land of said McKissick about 347 feet; northerly by Ludlow Road about 140 feet; easterly by other land of said McKissick about 347 feet; and southerly by land now or formerly of Jos. Beaudry about 140 feet; containing about 48,550 square feet.

Parcel 59 A parcel of land supposed to be owned by HOWARD R. OSBORNE comprising a portion of the location of the 1941 County Layout between stations $202+67\frac{1}{2}$ and $207+36.99$ bounded as follows: westerly by other land of said Osborne about 285.5 feet; northerly and again westerly by land now or formerly of John Bealer about 262 feet;

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again northerly by land now or formerly of said Osborne in the town of South Hadley about 63 feet; easterly by other land of said Osborne about 469 feet; and southerly by Ludlow Road about 140 feet; containing about 51,725 square feet.

Parcel 60 A parcel of land supposed to be owned by JOHN BEALER, comprising a portion of the location of the 1941 County Layout, located between stations 205+50+ and 207+36.99 and bounded as follows: westerly by remaining land of said Bealer about 184 feet, northerly by land now or formerly of said Bealer in the Town of South Hadley about 77 feet, easterly and southerly by land now or formerly of Howard R. Osborn about 262 feet; containing about 14,100 square feet.

The layout/location and land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and City Clerk of Chicopee, and marked as follows:

The Commonwealth of Massachusetts

PLAN OF ROAD

in the City of

C.H.I.C.O.P.E.E

HAMPDEN

COUNTY

Laid out by the

COUNTY COMMISSIONERS

Scale: 40 feet to the inch

Office of Mass. Dep't. of Public Worsk. - 100 Nashua St., Boston,
Sept. 18, 1941

AND the owners of the land over which said highway is thus laid out are allowed until the twenty-ninth day of November next to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out/locating said highway, have estimated the same as follows, to wit:

TO:-

Parcel No. 0 - Stephen and Sophia Mastalerz.....	\$1.00
Parcel No. 1 - Blanche B. Gutfarb.....	1.00
Parcel No. 2 - Chicopee Falls Savings Bank	1.00
Parcel No. 3 - Kostany Zajchowski.....	1.00
Parcel No. 4 - Stephen Mastalerz.....	1.00
Parcel No. 5 - Nicholas Kintgios.....	1.00
Parcel No. 6 - Chicopee Cooperative Bank.....	1.00
Parcel No. 7 - Mary Ginalski.....	1.00
Parcel No. 8 - Joseph Zygarowski.....	1.00
Parcel No. 9 - Alojzy Bak et al.....	1.00
Parcel No. 10 - John Dupuis Estate.....	1.00

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Parcel No.11 - Lawrence R. Flint	\$1.00
Parcel No.12 - Owner Unknown (Jackson Street)	1.00
Parcel No.13 - Catherine and Bartholomew Moriarty	1.00
Parcel No.14 - Samuel McNulty Heirs	1.00
Parcel No.15 - Adam and Wiktorya Pietras	1.00
Parcel No.16 - Frank Fitzpatrick	1.00
Parcel No.17 - Wojciech and Racargna Smist	1.00
Parcel No.18 - Margarete Fitzpatrick	1.00
Parcel No.19 - John Dupuis	1.00
Parcel No.20 - Mary T. Keating	1.00
Parcel No.21 - Pawela Anna Klamut	1.00
Parcel No.22 - Owner Unknown (McGertie Avenue)	1.00
Parcel No.23 - Lillian E. Ward	1.00
Parcel No.24 - Eugene O'Neil Jr.	1.00
Parcel No.25 - Louise M. Ward	1.00
Parcel No.26 - Owner Unknown (Jennings Street)	1.00
Parcel No.27 - Rose A. and Willard I. Brown, et al,	1.00
Parcel No.28 - Peter Harry	1.00
Parcel No.29 - Michael Lenart	1.00
Parcel No.30 - Stanley Kulig	1.00
Parcel No.31 - Mary T. Keating	1.00
Parcel No.32 - Joseph Walas et al	1.00
Parcel No.33 - Stanley Kulig et al	1.00
Parcel No.34 - Jesse Pendelton	1.00
Parcel No.35 - Frank A. Lynch et al	1.00
Parcel No.36 - Robert Hewins	1.00
Parcel No.37 - Herve Piquette et al	1.00
Parcel No.38 - Robert Hewins	1.00
Parcel No.39 - Herve Piquette et al	1.00
Parcel No.40 - Roman Catholic Bishop of Springfield	1.00
Parcel No.41 - Eliza Aldworth	1.00
Parcel No.42 - The Holyoke Ice Company	1.00
Parcel No.43 - Bernard Goddard	1.00
Parcel No.44 - Owner Unknown	1.00
Parcel No.45 - Elsie L. Kemp	1.00
Parcel No.46 - Oliver LaChance et al	1.00
Parcel No.47 - Merton D. Stone	1.00
Parcel No.48 - Anna V. Kidder or Francis Murray et al	1.00
Parcel No.49 - Antonio and Lena R. Bellerose	1.00
Parcel No.50 - Marcelline Goyette et al	1.00
Parcel No.51 - James F. Mills	1.00
Parcel No.52 - Herman Haberman.	1.00
Parcel No.53 - City Cooperative Bank	1.00
Parcel No.54 - Owner Unknown (Beaudry Street).	1.00
Parcel No.55 - John B. Shea.	1.00
Parcel No.56 - Antonio J. Beaudry	1.00
Parcel No.57 - Jos. Beaudry	1.00
Parcel No.58 - James D. McKissick	1.00

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Parcel No. 59 - Howard R. Osborne	\$1.00
Parcel No. 60 - John Bealer	1.00

Payment to be made to the several parties damaged to the amount that may be found to be their due, by the City of Chicopee, when entry is actually made upon the premises for highway purposes.

Any work required to be done in the carrying out of said order, to be done and performed by the City of Chicopee and Commonwealth of Massachusetts, and the whole shall be done in a workmanlike manner, to the acceptance of said County Commissioners.

All land, grade, drainage and other legal damages shall be paid by the City of Chicopee.

Thos. J. Costello)
; County
; Commissioners
John G. Masfield) of the County
of Hampden

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Charles W. Bray who was disqualified to act because of his residence in Chicopee.

Hampden, ss: COUNTY COMMISSIONERS' MEETING October 29, 1941

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun Clerk.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 10, 1941

In connection with the civil action #6164 pending in the U. S. District Court, District of Mass., i. e. U.S. of America vs 4,268.90 acres of land etc. it is VOTED that the County Commissioners of Hampden County hereby consent to the stipulation entered into between the U.S.A., the City of Chicopee, and the Town of Ludlow providing for the payment by the U.S. of A. of \$140,000. to the said city of Chicopee and \$31,038.30 to the said town of Ludlow, and which stipulation has been filed in the above case, and a copy of which has been filed with this Board.

Thos. J. Costello)
: County
Edward J. Stapleton) Commissioners
: of Hampden
John G. Maxfield) County

PERMIT FOR EASEMENT OVER U.S. GOV. RAILROAD RIGHT-OF WAY.

WHEREAS by Section 6 of the Act of Congress approved July 5, 1884 (23 Stat. 104), it is provided, inter alia, that "the Secretary of War shall have authority, in his discretion, to permit the extension of state, county and territorial roads across military reservation --- whenever in his judgment the same can be done without injury to the reservation or inconvenience to the military forces stationed thereon;"

WHEREAS Hampden County, Massachusetts, has made application to extend and maintain a road across the government-owned railroad right of way serving the Westover Field Military Reservation, Massachusetts, and

WHEREAS, in the judgment of the Secretary of War, the extension of said road as proposed can be made without injury to the reservation or inconvenience to the military forces stationed thereon;

NOW, THEREFORE, the SECRETARY OF WAR, pursuant to the authority vested in him by the provisions of the above cited Act of Congress, hereby grants to HAMPDEN COUNTY, Massachusetts, permission to extend and maintain a road across the government-owned railroad right of way serving the WESTOVER FIELD MILITARY RESERVATION, Massachusetts, in the location indicated in red on photostat of map attached hereto and made a part hereof and more particularly described as follows:

That portion of the right of way of the railroad to Westover Field where the proposed 1941 County Layout crosses said right of way. Beginning at the intersection of the easterly location line of the proposed County Layout with the northerly location line of said right of way, said intersection bearing north 59° 01' 50" east and being 70.77 feet distant from station 102+10.86 of the base line of said railroad location, said station being identical with station 80+14.61 of the main base line of the proposed C County Layout; and extending thence south 7° 40' 00" east 50.05 feet; thence south 79° 43' 00" west 130.14 feet; thence north 7° 40' 00" west 50.05 feet; thence returning north 79° 43' 00" east 130.14 feet to the point of beginning, containing about 6500 square feet.

The bearings above are based on the United States Government survey. North 7° 40' 00" west (U.S. Government) North 4° 23' 06" east (County Layout bearing used on balance of 1941 Layout.)

THIS PERMIT is granted subject to the following provisions and conditions:

1. That the permission hereby granted is subject to such right, title and interest as the Turners Falls Power and Electric Company, its successors or assigne, may have in and to a right of way for an electric power line and appurtenances thereto over and across the above-described tract.

~~2. That the grantee shall obtain the requisite~~

2. That the grantee shall obtain the requisite authority from the Boston and Maine Railroad Company for the construction of the crossing over the railway tracks located on said railroad right of way.

3. That all work incident to the construction and maintenance of said road, including culverts and other draingage facilities, shall be performed without cost or expense to the Ward Department, under the general supervision and subject to the approval of the Commanding Officer, Westover Field, Massachusetts, or other competent military authority.

4. That the grantee shall at all times maintain the said road and make all needed repairs thereto to preserve a smooth surface highway.

5. That all damage to existing structures or facilities or other property of the United States incident to the construction and maintenance of said road shall be promptly repaired by the grantee to the satisfaction of the said Commanding Officer, or other competent military authority.

6. That the use and occupation of said premises for the purpose authorized by this permit shall be subject to such rules and regulations as the said Commanding Officer, or other competent military authority, may from time to time prescribe to properly protect the interests of the United States.

7. That the United States shall not be responsible for any damages to property or injuries to persons which may arise incident to the construction and maintenance of said road, or which may arise incident to governmental activities on said reservation, and the grantee shall hold the United States harmless from any and all such claims.

8. That the United States reserve to itself rights of way for all purposes across, over and/or under the right of way hereby granted, such rights, however, to be used in a manner that will not create unnecessary interference with the use and enjoyment by Hampden County of said right of way for highway purposes.

9. That the permission hereby granted may be terminated by the Secretary of War for breach by the grantee of any condition hereof, for the failure of the grantee to exercise the rights hereby granted, or for abandonment thereof by the grantee.

IN WITNESS WHEREOF I have hereunto set my hand and affixed the seal of the War Department by direction of the Under Secretary of War this 13th day of February, 1942.

SEAL

MARION RUSHTON,
Lt.Col., J.A.G.D.,
Assistant Executive.

CERTIFICATE OF ENTRY UNDER ORDER OF TAKING

WE HEREBY CERTIFY that on the twenty-third day of March in the year one thousand nine hundred forty-three we were present and saw Edward Richter, D.L. Costello, Herbert VanWagner, all employees of the Department of Public Works of the Commonwealth of Massachusetts, and other employees of said Department, made an open, peaceable and unopposed entry, at the request and on behalf of the Hampden County Commissioners, on the premises situated in Chicopee, Hampden County, in said Commonwealth, described in a certain order of taking of the Hampden County Commissioners dated October 29, 1941 and recorded in Hampden County Registry of Deeds in Book 716 Page 310 for the purpose of constructing a public highway thereon.

Charles W. Bray
HAMPDEN COUNTY COMMISSIONER

Cyril B. Raymond

THE COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. April 13, 1943. Then personally appeared the above named, Charles W. Bray and Cyril B. Raymond, and made oath that the above certificate by them subscribed is true, before me-

Troy T. Murray
Notary Public

My Commission Expires July 10 1947
at o'clock and minutes M.

Chicopee, Mayor and Board of Aldermen of the City of, Petrs. for relocation and alterations on Prospect Street beginning at Montcalm St. and extending in an easterly direction 1.10 miles more or less to the westerly boundary of Northeast Air Base, and for aid.

Plans

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Chicopee in said County, that common convenience and necessity require the layout and relocation of a new highway on PROSPECT STREET in the City of Chicopee in the County of Hampden, beginning at Montcalm Street and extending in an easterly direction for a distance of one and one tenths (1.10) miles more or less to the westerly boundary of Northeast Air Base.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and order them to be made, and that said County contribute to the

expense of said repairs together with an appropriation from the state and city.

Dated, Sept. 3, 1941

Leo P. Senecal Mayor.

BOARD OF ALDERMEN.

Frank W. Musiak

Joseph Wisniowski

Walter F. Szetela

Nazaire J. Forcier

Joseph Gagnon

George H. Miller

Lionel Menard

Thomas A. Laramee

Frank H. York

Frank L. Biernacki

The foregoing petition was entered on the 4th day of September, 1941, and due proceedings having been had thereon, on the 31st day of October, 1941, said Commissioners file the following Relocation Report:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

October 29, 1941

COUNTY COMMISSIONERS' MEETING

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for relocation and alterations on PROSPECT STREET beginning at Montcalm Street and extending in an easterly direction 1.10 miles more or less to the westerly boundary of Northeast Air Base, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-sixth day of September, A.D. 1941, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated and altered. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

CHICOPEE

1941 County Layout.

The layout consists partly of a widening of the existing location of Prospect Street, so called, partly of a new location extending from said street to Westover Field, so called, and partly of a new location extending northerly about 700 feet and southerly about 700 feet from a point on the first mentioned new location about 900 feet distant easterly of said Prospect Street together with a location for a traffic circle at the junction of said new locations. Said layout begins at the northwesterly boundary of said Westover Field about 200 feet distant northeasterly of College Street, so called, and extend

thence in a general westerly direction about one mile, as hereinafter described, to the junction of said Prospect Street with Montcalm Street, so called.

The main base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in December 1940 and begins at a point on the aforesaid boundary about 200 feet distant northeasterly of College Street, as aforesaid, said point of beginning being shown on plan as station 0 and extends thence south $89^{\circ} 57' 40''$ west 200.39 feet, thence by a curve to the right of 2000.00 feet radius 744.12 feet, thence north $68^{\circ} 43' 17''$ west 1723.38 feet, thence north $73^{\circ} 12' 17''$ west 792.27 feet, thence by a curve to the left of 800.00 feet radius 360.26 feet, thence south $80^{\circ} 59' 35''$ west 1610.57 feet, to a point at the end of the layout, in the junction of the roadways of Prospect and Montcalm Streets, shown on plan as station 54+30.99. An auxiliary base line begins at a point shown on plan as station 154 and extends thence north $18^{\circ} 24' 08''$ east 117.00 feet, thence by a curve to the left of 4266.08 feet radius 283.00 feet to a point shown on plan as station 168. Note:- station 160+68.41 of said auxiliary base line is identical with station 26+67.89 of the main base line hereinbefore described.

The southerly location line begins at a point on the aforesaid northwesterly boundary of Westover Field bearing south $25^{\circ} 14' 56''$ west and 71.34 feet distant from the point of beginning of the above described main base line shown on plan as station 0 and extends thence south $89^{\circ} 57' 40''$ west 137.91 feet to a point bearing south $26^{\circ} 25' 57''$ east and 72.01 feet distant from station 2+00.39 of said base line thence by a curve to the right of 2319.65 feet radius 289.49 feet to a point bearing south $7^{\circ} 06' 42''$ west and 62.50 feet distant from station 4+49.99 of said base line thence parallel to the above described base line and 62.50 feet distant therefrom to a point bearing south $30^{\circ} 46' 24''$ west and 63.37 feet distant from station 23+54.10 of said base line thence south $64^{\circ} 50' 26''$ west 334.42 feet to a point bearing south $75^{\circ} 57' 58''$ east and 57.67 feet distant from station 157+55.92 of the above described auxiliary base line, thence parallel to said base line and 57.50 feet distant therefrom to a point bearing south $71^{\circ} 35' 52''$ east and 57.50 feet distant from station 154+00 of said base line, thence north $71^{\circ} 35' 52''$ west 115.00 feet to a point bearing north $71^{\circ} 35' 52''$ west and 57.50 feet distant from the said station 154+00, thence parallel to said auxiliary base line and 57.50 feet distant therefrom to a point bearing north $75^{\circ} 57' 58''$ west and 57.67 feet distant from the aforesaid station 157+55.92, thence north $27^{\circ} 24' 05''$ west 383.78 feet to a point bearing south $11^{\circ} 44' 08''$ west and 40.16 feet distant from station 30+05.33 of the above described main base line, thence north $73^{\circ} 12' 17''$ west 600.72 feet to a point on the easterly side of Jacobs Avenue bearing south $10^{\circ} 06' 20''$ east and 27.86 feet distant from station 36+16.10 of said base line, thence crossing said Avenue, south $79^{\circ} 53' 40''$ west 26.00 feet to a point on the westerly side thereof bearing south

32° 54' 49" west and 38.11 feet distant from the said station 36+16.10, thence leaving said westerly side of Jacobs Avenue and extending north 84° 12' 20" west 104.47 feet to a point on the southerly location line of Prospect Street as approximately located, bearing south 3° 24' 47" east and 23.93 feet distant from station 37+42.32 of said main base line, thence following said Prospect Street location line, south 81° 16' 32" west 1670.18 feet to a point at the end of the layout bearing south 48° 38' 10" east and 25.17 feet distant from the point of ending of the above described main base line shown on plan as station 54+30.99.

The northerly location line begins at a point on the aforesaid northwesterly boundary of Westover Field bearing north 25° 14' 56" east and 65.81 feet distant from the point of beginning of the above described main base line shown on plan as station 0 and extends thence south 89° 57' 40" west 268.54 feet to a point bearing north 33° 58' 28" west and 71.72 feet distant from station 2+00.39, of said base line, thence by a curve to the right of 1540.69 feet radius 153.77 feet to a point bearing north 5° 40' 46" east and 57.50 feet distant from station 4+00, thence parallel to the above described main base line and 57.50 feet distant therefrom to a point bearing north 30° 46' 24" east and 58.30 feet distant from station 23+54.10 of said base line, thence north 25° 09' 35" west 389.46 feet to a point bearing south 71° 48' 42" east and 57.51 feet distant from station 163+91.61 of the above described auxiliary base line, thence parallel to said auxiliary base line and 57.50 feet distant therefrom to a point bearing south 75° 23' 55" east and 57.50 feet distant from the point of ending of said base line shown on plan as station 168+0, thence north 75° 23' 55" west 115.00 feet to a point bearing north 75° 23' 55" west and 57.50 feet distant from the said station 168+0, thence parallel to the above described auxiliary base line and 57.50 feet distant therefrom to a point bearing north 71° 48' 42" west and 57.51 feet distant from the aforesaid station 163+91.61, thence south 62° 35' 56" west 408.07 feet to a point bearing north 11° 44' 08" east and 40.16 feet distant from station 30+05.33 of the above described main base line, thence north 73° 12' 17" west 485.40 feet to a point on the southerly location line of Prospect Street as approximately located, bearing north 23° 39' 41" west and 52.57 feet distant from station 34+60.16 of said base line; then beginning again at a point on the northerly location line of Prospect Street as approximately located bearing north 8° 43' 28" west and 50.66 feet distant from the above described point on the southerly location line thereof, said point being further defined as bearing north 16° 19' 55" west and being 102.35 feet distant from the aforesaid station 34+60.16 and extending thence by said northerly location line of Prospect Street, south 81° 16' 32" west 109.59 feet to a point bearing north 16° 55' 14" east and 53.65 feet distant from station 36+16.10 of said base line, thence leaving said northerly location line of Prospect Street and extending north 73° 12' 17" west 44.89 feet to a point bearing north 23° 03' 03" west and 69.88 feet distant from the said station 36+16.10,

thence south $81^{\circ} 16' 32''$ west 1476.42 feet to a point bearing north $9^{\circ} 00' 25''$ west and 49.12 feet distant from station 51+11.67 of said base line, thence by a curve to the right of 730.00 feet radius 102.14 feet to a point bearing north $41^{\circ} 50' 59''$ west and 67.55 feet distant from station 51+76.81 of said base line, thence north $41^{\circ} 50' 59''$ west 45.31 feet to a point at the end of the layout, on the southeasterly location line of the existing layout on Montcalm Street as approximately located, said point of ending bearing north $41^{\circ} 50' 59''$ west and being 112.86 feet distant from the said station 51+76.81.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the City of Chicopee in said County.

1941 County Layout.

Land taking descriptions on the
Main Gate to Prospect Street Road.

Note: The stations hereinafter mentioned are points on the main base line of location of the 1941 County Layout. (Main Gate to Prospect Street.) unless otherwise noted.

Parcel 1 A parcel of land supposed to be owned by BERTHA L. GUYETTE, comprising the northerly portion of the 1941 County Layout, between stations 0+0 and 1+13 $\frac{1}{2}$ bounded as follows: southeasterly by Westover Field about 43 feet; southerly by land of the Home Owners Loan Corporation (now or formerly) about 116 feet; westerly by College Street, so called, about 56 feet; and northerly by remaining land of said Bertha L. Guyette about 142 feet; containing about 5900 square feet.

Parcel 2 A parcel of land supposed to be owned by the HOME OWNERS LOAN CORPORATION, comprising the southerly portion of the 1941 County Layout, between stations 0+0 and 1+05 $\frac{1}{2}$ bounded as follows:- southeasterly by Westover Field about 94 feet; southerly by remaining land of said Home Owners Loan Corporation about 65 Feet; westerly by College Street, so called, about 69 feet; and northerly by land of Bertha L. Guyette (now or formerly) about 116 feet; containing about 6900 square feet.

Parcel 3 A parcel of land from OWNER UNKNOWN (College Street) comprising the entire width of location of the 1941 County Layout, between station 0+93 $\frac{1}{2}$ and 1+48 $\frac{1}{2}$ bounded as follows:- easterly by land of Bertha L. Guyette (now or formerly) and land of the Home Owners Loan Corporation (now or formerly) a total distance of about 125 feet; southerly by remaining land of said Owner Unknown about 35 feet; westerly land of Alma Giroux (now or formerly) and land of Arthur LaChance (now or formerly) a total distance of about 125 feet; and northerly by remaining land of the aforesaid Owner Unknown about 35 feet; containing about 4270 square feet.

Parcel 4 A parcel of land supposed to be owned by

ALMA GIROUX comprising the southerly portion of the 1941 County Layout, between stations 1+30+ and 3+38+ bounded as follows:- easterly by College Street, so called, about 63 feet; southerly by remaining land of said Alma Giroux about 206 feet; westerly by land of Fred E. Woods (now or formerly) about 28 feet; and northerly by land of Arthur LaChance (now or formerly) about 203 feet; containing about 9600 square feet.

Parcel 5 A parcel of land supposed to be owned by ARTHUR LA CHANCE, comprising the northerly portion and the entire width of location of the 1941 County Layout, between stations 1+39+ and 5+98+ bounded as follows:- easterly by College Street, so called, about 62 feet; southerly by land of Alma Giroux (now or formerly) and land of Fred E. Woods (now or formerly) a total distance of about 316 feet; again southerly by remaining land of said Arthur LaChance about 114 feet; westerly by land of Merton Stone (now or formerly) about 127 feet; and northerly by remaining land of the aforesaid Arthur LaChance about 440 feet; containing about 41,800 square feet.

Parcel 6 A parcel of land supposed to be owned by FRED E. WOODS, comprising the southerly portion of the 1941 County Layout, between stations 3+32+ and 4+46+, bounded as follows:- easterly by land of Alma Giroux (now or formerly) about 28 feet; southerly by remaining land of said Fred E. Woods, about 118 feet; and northerly by land of Arthur LaChance (now or formerly) about 113 feet; containing about 1660 square feet.

Parcel 7 A parcel of land supposed to be owned by MERTON STONE, comprising the entire width of location of the 1941 County Layout between stations 5+58+ and 9+40+ bounded as follows:- easterly by land of Arthur LaChance (now or formerly) about 127 feet; southerly by remaining land of said Merton Stone about 342 feet; westerly by Broad Street, so called, about 108 feet; northwesterly by land of Antoinette Gosselin (now or formerly) about 53 feet; and northerly by remaining land of the aforesaid Merton Stone about 285 feet; containing about 40,450 square feet.

Parcel 8 A parcel of land supposed to be owned by ANTOINETTE GOSSELIN, comprising the northerly portion of the 1941 County Layout, between stations 8+92+ and 9+53+ bounded as follows:- westerly by Broad Street, so called, about 29 feet; northerly by remaining land of Antoinette Gosselin about 60 feet; and southeasterly by land of Merton Stone (now or formerly) about 53 feet; containing about 750 square feet.

Parcel 9 A parcel of land from OWNER UNKNOWN (BROAD STREET) comprising the entire width of location of the 1941 County Layout, between station 8+91+ and 10+12+ bounded as follows:- easterly by land of Antoinette Gosselin (now or formerly) and land of Marton Stone (now or formerly) a total distance of about 137 feet; southerly by remaining land of said Owner Unknown about 57 feet; westerly by other land of said Merton Stone (now or formerly) about 137 feet; and

northerly by remaining land of said Owner Unknown about 57 feet; containing about 6840 square feet.

Parcel 10 A parcel of land supposed to be owned by MERTON STONE, comprising the entire width of location of the 1941 County Layout between stations $9+44+$ and $18+78+$ bounded as follows:- easterly by Broad Street, so called, about 137 feet; southerly by remaining land of said Merton Stone about 872 feet; westerly by land of Eliza H. Clifford (now or formerly) about 135 feet; and northerly by remaining land of the aforesaid Merton Stone about 868 feet; containing about 104,400 square feet.

Parcel 11 A parcel of land supposed to be owned by ELIZA H. CLIFFORD, comprising for the most part the entire width of location of the 1941 County Layout, between stations $18+14+$ and $29+10+$ bounded as follows:- easterly by land of Merton Stone (now or formerly) about 135 feet; southerly, southeasterly and easterly by remaining land of said Eliza H. Clifford a total distance of about 1139 feet; westerly by land of Elsie L. Kemp (now or formerly) about 759 feet; northwesterly and westerly by remaining land of the aforesaid Eliza H. Clifford a total distance of about 310 feet; northerly by land of Oliver LaChance (now or formerly) about 126 feet; easterly, northeasterly and northerly by remaining land of said Eliza H. Clifford a total distance of about 944 feet; containing about 310,870 square feet.

Parcel 12 A parcel of land supposed to be owned by OLIVER LA CHANCE, comprising the entire width of location of the 1941 County Layout between stations $164+30+$ and $167+35+$ of the North-South Road base line of location, bounded as follows:- southerly by land of Eliza H. Clifford (now or formerly) about 126 feet; westerly by remaining land of said Oliver LaChance about 263 feet; northerly by Prospect Street, so called, about 125 feet; and easterly by remaining land of the aforesaid Oliver LaChance about 260 feet; containing about 30,700 square feet.

Parcel 13, A parcel of land supposed to be owned by OLIVER LA CHANCE, located on the northerly side of Prospect Street, so called, between stations $167+54+$ and $168+0$ of the North-South Road base line of location, bounded as follows:- southerly by Prospect Street about 122 feet; westerly, northerly and easterly by remaining land of said Oliver LaChance a total distance of about 175 feet; containing about 2800 square feet.

Parcel 14 A parcel of land supposed to be owned by ELSIE L. KEMP, comprising the portion of the 1941 County Layout between stations $25+83+$ and $36+15+$ bounded as follows:- easterly by land of Eliza H. Clifford, (now or formerly) about 759 feet; again easterly, southerly, westerly, southwesterly and again southerly by remaining land of said Elsie L. Kemp a total distance of about 1556 feet; westerly by Jacobs Avenue, so called, about 26 feet; northerly by Prospect Street, so called, about 132 feet; again northerly and northwesterly by remaining land of said Elsie L. Kemp a total distance

of about 622 feet; containing about 113,960 square feet.

Parcel 15 A parcel of land supposed to be owned by W. PRATT, located on the northerly side of Prospect Street, so called, between stations 36+07 $\frac{1}{2}$ and 36+67 $\frac{1}{2}$ bounded as follows:- southerly by Prospect Street, so called, about 60 feet; westerly by land of Vivian Jennie Lempke (now or formerly) about 20 feet; and northerly by remaining land of said W. Pratt about 67 feet; containing about 820 square feet.

Parcel 16 A parcel of land from OWNER UNKNOWN (JACOBS AVENUE) located on the southerly side of Prospect Street, so called, between stations 36+07 $\frac{1}{2}$ and 36+40 $\frac{1}{2}$ bounded as follows:- northerly by Prospect Street, about 26 feet; easterly by land of Elsie L. Kemp (now or formerly) about 26 feet; southerly by remaining land of said Owner Unknown 26 feet; and westerly by land of Cesare Bozzi et al about 26 feet; containing about 675 square feet.

Parcel 17 A parcel of land supposed to be owned by CESARE AND ANNA BOZZI, located on the southerly side of Prospect Street, so called, between stations 36+33 $\frac{1}{2}$ and 37+42.32 bounded as follows:- northerly by Prospect Street about 100 feet; easterly by Jacobs Avenue, so called, about 26 feet; and southerly by remaining land of said Cesare Bozzi et al 104.47 feet; containing about 1300 square feet.

Parcel 18 A parcel of land supposed to be owned by VIVIAN JENNIE LEMPKE, located on the northerly side of Prospect Street so called between stations 36+63 $\frac{1}{2}$ and 37+25 $\frac{1}{2}$ bounded as follows:- southerly by Prospect Street about 32 feet; southwestly by James Street, so called, about 36 feet; northerly by remaining land of said Vivian Jennie Lempke about 62 feet; and easterly by land of W. Pratt (now or formerly) about 20 feet; containing about 940 square feet.

Parcel 19 A parcel of land supposed to be owned by BATER located on the northerly side of Prospect Street, so called, between stations 37+81 $\frac{1}{2}$ and 39+56 $\frac{1}{2}$ bounded as follows:- southerly by Prospect Street, about 177 feet; westerly by land of Hilda Stone et al (now or formerly) about 21 feet; northerly by remaining land of said Bater about 141 feet; and northeasterly by James Street, so called, about 37 feet; containing about 3180 square feet.

Parcel 20 A parcel of land supposed to be owned by HILDA AND HUBY STONE, located on the northerly side of Prospect Street, so called, between stations 39+53 $\frac{1}{2}$ and 42+53 $\frac{1}{2}$ bounded as follows:- southerly by Prospect Street about 298 feet; westerly by land of Josephine J. Ross (now or formerly) about 20 feet; northerly by remaining land of said Hilda Stone et al about 300 feet; and easterly by land of Bater (now or formerly) about 21 feet; containing about 5980 square feet.

Parcel 21 A parcel of land supposed to be owned by JOSEPHINE J. ROSS, located on the northerly side of Prospect Street, so called, between stations 42+52 $\frac{1}{2}$ and 43+93 $\frac{1}{2}$ bounded as follows:- southerly by Prospect Street about 140 feet; westerly by land of Edmand Bradford Clark et al (now or formerly) about 20 feet; northerly by

remaining land of said Josephine J. Ross about 142 feet; and easterly by land of Hilda Stone et al (now or formerly) about 20 feet; containing about 2820 square feet.

Parcel 22 A parcel of land supposed to be owned by EDMAND BRADFORD CLARK, CHARLES G. BEATON ET AL, located on the northerly side of Prospect Street, so called, between station 43+93₊ and 45+43₊ bounded as follows:- southerly by Prospect Street about 150 feet; westerly by Telegraph Avenue, so dalled, about 20 feet; northerly by reamining land of said Edmand Bradford Clark et al about 150 feet; and easterly by land of Josephine J. Ross (now or formerly) about 20 feet; containing about 3000 square feet.

Parcel 23 A parcel of land from OWNER UNKNOWN (TELEGRAPH AVENUE) located on the northerly side of Prospect Street, so called, between stations 45+43₊ and 45+93₊ bounded as follows:- southerly by Prospect Street, about 50 feet; westerly by land of Josephine J. Ross (now or formerly) about 20 feet; northerly by remaining land of said Owner Unknown about 50 feet; and easterly by land of Edmand Bradford Clark et al (now or formerly) about 20 feet; containing about 1000 square feet.

Parcel 24 A parcel of land supposed to be owned by JOSEPHINE J. ROSS, located on the northerly side of Prospect Street, so called, between stations 45+93₊ and 49+03₊ bounded as follows:- southerly by Prospect Street, about 310 feet; westerly by land of the City of Chicopee (now or formerly) about 20 feet; northerly by remaining land of said Josephine J. Ross about 310 feet; and easterly by Telegraph Avenue, so called, about 20 feet; containing about 6200 square feet.

Parcel 25 A parcel of land supposed to be owned by the CITY OF CHICOPEE, located on the northerly side of Prospect Street, between stations 49+03₊ and 51+10₊ bounded as follows:- southerly by Prospect Street, about 207 feet; northwesterly and southwesterly by land of Newman Rittenburg (now or formerly) about 29 feet; northerly by remaining land of said City of Chicopee about 203 feet; and easterly by land of Josephine J. Ross (now or formerly) about 20 feet; containing about 4000 square feet.

Parcel 26 A parcel of land supposed to be owned by NEWMAN RITTENBURG, located on the northerly side of Prospect Street, so called, between stations 50+98₊ and 52+48₊ bounded as follows:- southerly by Prospect Street, about 100 feet; southwesterly by land of Olive LaChance (now or formerly) about 70 feet; northwesterly by Montcalm Street, so called, about 12 feet; northeasterly and northerly by remaining land of said Newman Rittenburg about 154 feet; again northeasterly and southeasterly by land of the City of Chicopee (now or formerly) about 29 feet; containing about 3070 square feet.

Parcel 27 A parcel of land supposed to be owned by OLIVE LA CHANCE, located at the junction of Prospect and Montcalm Streets, between stations 52+09₊ and 53+38₊ bounded as follows:- southerly by

Prospect Street, about 129 feet; northwesterly by Montcalm Street about 109 feet; and northeasterly by land of Newman Rittenburg (now or formerly) about 70 feet; containing about 3815 square feet.

The layout/relocation and alterations and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds, Clerk of Courts' Office and City Clerk of Chicopee, and marked as follows:

The Commonwealth of Massachusetts

PLAN OF ROAD

in the city of

CHICOPÉE

Hampden County

Laid out by the

County Commissioners

Scale: 40 feet to the inch

Office of Mass. Dep't. of Public Works - 100 Nashua St., Boston -
Sept. 17, 1941.

AND the owners of the land over which said highway is thus laid out are allowed until the 29th day of November next to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of relocating and altering said highway, have estimated the same as follows, to wit:

TO:-

Bertha L. Guyette.	\$ 1.00
Home Owners Loan Corporation	1.00
Owner Unknown (College Street)	1.00
Alma Giroux	1.00
Arthur LaChance	1.00
Fred E. Woods	1.00
Merton Stone (2 Parcels)	1.00 each
Antoinette Gosselin	1.00
Owner Unknown (Broad Street)	1.00
Eliza H. Clifford	1.00
Oliver LaChance (2 parcels).	1.00 each
Elsie L. Kemp.	1.00
W. Pratt.	1.00
Owner Unknown (Jacobs Avenue).	1.00
Ceasare and Anna Bozzi	1.00
Vivian Jennie Lempke	1.00
Bater (John M.).	1.00
Hilda and Ruby Stone	1.00

Josephine J. Ross (2 parcels)	\$1.00 each
Edmand Bradfor Clark, Charles G. Beaton et al	1.00
City of Chicopee.	1.00
Newman Rittenburg	1.00
Olive LaChance	1.00

Payment to be made to the several parties damaged to the amount that may be found to be their due, by the City of Chicopee, when entry is actually made upon the premises for highway purposes.

Any work required to be done in the carrying out of said order, to be done and performed by the City of Chicopee and Commonwealth of Massachusetts, and the whole shall be done in a workmanlike manner, to the acceptance of said County Commissioners.

All land, grade, drainage and other legal damages shall be paid by the City of Chicopee.

Thos. J. Costello)
	) County
	) Commissioners
John G. Maxfield	) of the County
	) of Hampden

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Charles W. Bray who was disqualified to act because of his residence in Chicopee.

Hampden, ss: COUNTY COMMISSIONERS' MEETING October 29, 1941

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun Clerk.

Springfield, Mayor and Board of Aldermen of the City of, Petrs. for specific repairs (painting) on that portion of the Ludlow Bridge which lies within the limits of the City of Springfield, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Springfield, in said County, that common convenience and necessity require that that portion of the LUDLOW BRIDGE which lies within the limits of the City of Springfield, be painted.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs (painting) and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

DATED this eighth day of September, 1941.

Roger Putnam
Mayor

Leonard M. Brown
Fred J. Brown
W. Lee Costigan
Ernest W. Carman
William S. Lowe
C. Irving Guyer
Richard B. Anderson

October Meeting 1941

The foregoing petition was entered on the 11th day of September, 1941, and due proceedings having been had thereon, on the 18th day of December, 1941, the said Commissioners file the following Decree Dismissing Petition:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 18, 1941

In the matter of the petition of the Mayor and Board of Aldermen of the City of Springfield for specific repairs (painting) on that portion of the Ludlow Bridge which lies within the limits of the City of Springfield, and for aid, it is ORDERED, ADJUDGED AND DECREED that said petition be and the same is hereby dismissed on account of insufficient funds as the bids received by the State were far in excess of the original estimate.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

COUNTY COMMISSIONERS OF THE COUNTY
OF HAMPDEN.

To the County Commissioners of the County of Hampden

Respectfully represent the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity require that the highway leading from the Main Road to the Connecticut line and known as the South Lane #2 Road be specifically repaired by grading, resurfacing or hardening and otherwise as may be necessary; the work to begin at the residence of Merrill D. Brooks and extend in a southerly direction for a distance of 1000' more or less. Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 26th day of August 1941

Nels H. Olsen

Buell S. Dickinson

Walter A. Phelon

Selectmen of Granville

Town \$300

State 350

County 350

William P. Tatro
Leonard T. York
Edward N. Francoeur
Richard C. York

Granville, Selectmen of the Town of, Petrs. for specific repairs on South Lane #2 Road, the work to begin at residence of Merrill D. Brooks and extend southerly for a distance of 1000 ft more or less, and for aid.

77

The foregoing petition was entered on the 22nd day of September, 1941, and due proceedings having been had thereon, on the 12th day of November, 1941, said Commissioners file the following Final Decree:

October Meeting 1941

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting

November 12, 1941

On the Petition of the Selectmen of the Town of Granville for specific repairs on South Lane #2 Road, the work to begin at residence of Merrill D. Brookds and extend southerly for a distance of 1000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifteenth day of October, A.D. 1941, hear all parties interested at the County Commissioners' Office, Court House, Springfield, and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to repair and otherwise improve about 8,448 feet of road in Granville, leading to Southwick, and being known as South Lane #2; the work to begin at the junction of Route 57 and extend in a southerly direction for a distance of about 8,448 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed THREE HUNDRED FIFTY DOLLARS (\$350.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Granville.

Thos. J. Costello)County
Charles W. Bray)Commissioners
Edward J. Stapleton)of the County
of Hampden

Order

October 8, 1941

ORDERED, County Treasurer authorized and directed to pay \$1,170.39 to City of Springfield on account of County's proportion of cost of work done on Columbus Avenue. Case No. 71 - 1941

Released from Training School on Parole.

ROCCO DiFRANCO, released from Hampden County Training School on parole.

Vote appointing John G. Maxfield Comm.

October 15, 1941

VOTE appointing John G. Maxfield to act as County Commissioner.

Lakeville State Sanatorium Account

ORDERED that am't charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at Lakeville, Mass. under G.L. Ch 111, Sec. 85 as amended be charged to Town of West Springfield in Hospital District in the amt of \$91.50 - said amt to be paid to County Treasurer on or before Oct. 31, 1941; also ORDERED that County Treasurer pay to Comm. of Mass., \$91.50 plus \$61.00, a total of \$152.50 on the Hospital Acct.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting

October 15, 1941.

ORDERED: that the amount charged the County of Hampden by the

Commonwealth of Massachusetts, State Sanatorium at Lakeville, Massachusetts under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Town of West Springfield in the Hospital District in the following amount:

West Springfield \$91.50

Said amount to be paid to the County Treasurer of the County of Hampden on or before October 31, 1941. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Ninety One Dollars and Fifty Cents (91.50) plus the sum of Sixty One Dollars (\$61.00), a total of One Hundred Fifty Two Dollars and Fifty Cents (\$152.50) on the Hospital Account.

Thos. J. Costello }
John G. Maxfield } County
Commissioners
of the
County of
Hampden.

October 15, 1941 ORDERED that amt charged County of Hampden by Comm. of Mass., State Sanatorium at Rutland, under contract be charged to Cities and Towns in Hospital District in the Total amount of \$831.00 to be paid to County Treasurer on or before Nov. 1, 1941, ALSO ORDERED that County Treasurer pay to Comm. of Mass., \$831.00 plus \$354.00, a total of \$1,385.00 on the Hospital Account.

Rutland State
Sanatorium
Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 15, 1941
ORDERED; That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by an agreement dated October 1, 1947, between the Commonwealth of Massachusetts Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under the date of October 6, 1939, be and the same is hereby charged to the Cities and Towns in the Hospital District in the following amount:

Chester	\$138.00
Chicopee	138.00
Holyoke	552.00
Palmer	3.00
	<hr/>
	\$831.00

Said amount to be paid to the County Treasurer of the County of Hampden on or before November 1, 1941. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of EIGHT HUNDRED AND THIRTY-ONE DOLLARS (\$831.00) plus the sum of FIVE

October Meeting 1941

HUNDRED AND FIFTY-FOUR DOLLARS (\$554.00), a total of ONE THOUSAND THREE HUNDRED AND EIGHTY-FIVE DOLLARS (\$1,385.00) on the Hospital Account.

Thos. J. Costello

John G. Maxfield

)
County
Commissioners
of Hampden
County

Order

October 15, 1941

ORDERED that the sum of \$48.19 which is balance of County's proportion of cost of work done on Holland Road, Warren and Brookfield Road, be paid from County Treasury to Town of Brimfield.
Case No. 42 - 1940.

Order to Arrest

ORDER to arrest holder of parole, William Jensen.
(Training School).

Order to Arrest

ORDER to arrest James M. Sears of Springfield, holder of a release on parole.

Inspection of Jail

October 16, 1941

Inspection of Jail in accordance with Sec. 1 of Chapter 126 of the General Laws.

Agreement

October 20, 1941

AGREEMENT between City of Springfield and County of Hampden to supply steam for heating purposes to the District Court from October 1, 1941 to and including September 30, 1942.

This agreement received from the City of Springfield on October 20, 1941. It is filed in the County Treasurer's Office.

Released from training School on parole.

October 22, 1941

Action by County Commissioners on October 22, 1941 - THADEUS KOROSTYNSKI, released from Hampden County Training School on Parole on October 24, 1941.

Released from training School on parole.

HAROLD TUCKER, released from Hampden County Training School on parole.

Orders

ORDERED, County Treasurer authorized and directed to pay \$1,261.17 to Town of Brimfield on acct of County's proportion of cost of work done on Brookfield Road.
Case No. 44 - 1941

ORDERED, that the sum of \$343.40 which is balance of County's proportion of cost of work done on North Chicopee Street be paid from County Treasury to City Chicopee.
Case No. 41 - 1940

ORDERED that the sum of \$675.96 be paid from County Treasury to Town of East Longmeadow for work done on Parker Street, Hampden Rd. Case No. 34 - 1941.

ORDERED that the sum of \$999.65 be paid from County Treasury to Town of Granville for work done on Granby Road and Main Road.
Case No. 61 - 1941

October 22, 1941

ORDERED that the sum of \$500.00 be paid from County Treasury to Town of Hampden for work done on Somers Road and Springfield Street.
Case No. 30 - 1941

October Meeting 1941

Orders

October 22, 1941

ORDERED, County Treasurer authorized and directed to pay \$412.06 to Town of Holland on acct of County's proportion of cost of work done on Brimfield, East Brimfield, Mashapaug, Pond & Bridge Roads.
Case No. 53 - 1941

ORDERED, County Treasurer authorized and directed to pay \$1,931.07 to Town of Monson on acct of County's proportion of cost of work done on Main Street.
Case No. 37 - 1941

ORDERED, County Treasurer authorized and directed to pay \$429.17 to Town of Palmer on account of County's proportion of cost of work done on Thorndike, Ludlow, Bondsville, Whipple Bridge Roads, etc.
Case No. 65 - 1941

ORDERED, County Treasurer authorized and directed to pay \$4,040.21 to Town of Palmer on acct of County's proportion of cost of work done on Bondsville Road.
Case No. 62 - 1941

ORDERED, that the sum of \$350.00 be paid from County Treasury to Town of Montgomery for work done on Southampton Road.
Case No. 58 - 1940

ORDERED that the sum of \$500.00 be paid from County Treasury to Town of Southwick for work done on Route No. 57, known as Feeding Hills Road, and Congamond Road.
Case No. 56 - 1941

ORDERED, County Treasurer authorized and directed to pay \$2,215.15 to the City of Springfield on acct of County's proportion of cost of work done on Columbus Avenue.
Case No. 71 - 1941

ORDERED, County Treasurer authorized and directed to pay \$564.41 to Town of Tolland on acct of County's proportion of cost of work done on New Boston Road.
Case No. 64 - 1941

ORDERED that the sum of \$48.88 which is balance of County's proportion of cost of work done on Monson Road be paid from County Treasury to Town of Wales.
Case No. 40 - 1941

ORDERED, County Treasurer authorized and directed to pay \$2,313.70 to Town of West Springfield on acct of County's proportion of cost of work done on Park Street.
Case No. 32 - 1941

ORDERED that the sum of \$499.95 be paid from County Treasury to Town of Wilbraham for work done on Ludlow Road.
Case No. 70 - 1941

October 29, 1941

WILLIAM JENSEN, released from Hampden County Training School on parole on November 4, 1941.

Action by County Commissioners on Oct. 29, 1941.

Released from Hampden County Training School on parole.

ORDER to arrest Francis P. Quinn of Springfield, holder of a release on parole.

Order to Arrest

VOTED to increase salary of the following guards at the Hampden County Jail:

James Cavanaugh
Howard J. McNally
Thomas O'Brien

Voted to increase salary.

October Meeting 1941

October 29, 1941

ORDERED, County Treasurer authorized and directed to pay \$1,257.45 to City of Holyoke on acct of County's proportion of cost of work done on Northampton Street. Case No. 67 - 1941

ORDERED, County Treasurer authorized and directed to pay \$500.00 to the City of Springfield on acct of County's proportion of cost of work done on Columbus Avenue. Case No. 71 - 1941

November 6, 1941

ORDERED, County Treasurer authorized and directed to pay \$138.94 to Town of Brimfield on acct of County's proportion of cost of work done on Brookfield Roads. Case No. 44 - 1941

ORDERED, County Treasurer authorized and directed to pay \$5,007.94 to City of Holyoke on acct of County's proportion of cost of work done on Northampton Street.

ORDERED, County Treasurer authorized and directed to pay sum of \$301.34 to Town of Monson on account of County's proportion of cost of work done on Main Steet, State Avenue and Wales Road. Case No. 36 - 1941

ORDERED, County Treasurer authorized and directed to pay sum of \$289.07 to Town of Monson on account of County's proportion of cost of work done on Main Street. Case No. 37 - 1941

ORDERED, County Treasurer authorized and directed to pay sum of \$725.75 to Town of Montgomery on acct of County's proportion of cost of work done on Main Road. Case No. 42 - 1941

ORDERED, County Treasurer authorized and directed to pay \$1,032.89 to City of Springfield on acct of County's proportion of cost of work done on Main Road. Case No. 71 - 1941

ORDERED, County Treasurer authorized and directed to pay \$788.62 to Town of West Springfield on acct of County's proportion of cost of work done on Park Street. Case No. 32 - 1941

Vote increasing salaries

November 12, 1941

VOTED to increase salaries of certain county employees, effective November 1, 1941.

Order to Arrest

ORDER to arrest Raymond E. Bellville of Springfield, Holder of a release on parole.

Released from training School on parole.

LESLIE PHELPS, released from Hampden County Training School on parole.

Lakeville State Sanatorium Account

ORDERED that the am't charged County of Hampden by Comm of Mass., State Sanatorium at Lakeville, Mass., under G.L. Ch 111, Sec. 85 as amended, be charged to Town of West Springfield in Hospital District in the am't of \$138.00 - said am't to be paid to County Treasurer on or before Nov. 30, 1941; also ORDERED that County Treasurer pay to Comm of Mass., \$138.00 plus \$92.00, a total of \$230.00 on the Hospital Acct.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting

November 12, 1941

ORDERED: that the amount charged the County of Hampden by the Common-

wealth of Massachusetts, State Sanatorium at Lakeville, Massachusetts, under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Town of West Springfield in the Hospital District in the following amount:

WEST SPRINGFIELD \$138.00

Said amount to be paid to the County Treasurer of the County of Hampden on or before November 30, 1941. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of One Hundred and Thirty-eight Dollars (\$138.00) plus the sum of Ninety-two Dollars (\$92.00), a total of Two Hundred and Thirty Dollars (\$230.00) on the Hospital account.

Thos. J. Costello)
Edward J. Stapleton) County
Charles W. Bray) Commissioners
of the County
of Hampden.

November 19, 1941: Resignation of Howard E. Herrick, Supt., and Ellene P. Herrick, Matron, from the Hampden County Training School, effective December 1, 1941.

Resignation of Howard E. Herrick, Supt., and Ellene P. Herrick, Matron from Training School

VOTED to accept the resignation of Howard E. Herrick as Superintendent and Ellene P. Herrick as Matron of the Hampden County Training School, effective December 1, 1941.

Voted to accept resignation of Howard E. Herrick and Ellene P. Herrick.

VOTED to appoint Thomas F. Sullivan of Springfield as Superintendent and Anna C. Sullivan as Matron of the Hampden County Training School, effective December 1, 1941, the salary to be as follows:

Voted to appoint Thomas F. Sullivan and Anna C. Sullivan at the Training School.

Thomas F. Sullivan.....\$2460.00
Anna C. Sullivan..... 600.00

Orders

ORDERED, County Treasurer authorized and directed to pay \$822.24 to Town of Brimfield on acct of County's proportion of cost of work done on Brookfield, Warren and Holland Roads.
Case No. 45 - 1941

ORDERED, County Treasurer authorized and directed to pay \$1,805.31 to City of Holyoke on acct of County's proportion of cost of work done on Northampton Street.
Case No. 67 - 1941

ORDERED, County Treasurer authorized and directed to pay \$949.56 to Town of Longmeadow on acct of County's proportion of cost of work done on Shaker Road.
Case No. 40 - 1941

ORDERED that the sum of \$2,000.00 be paid from County Treasury to Town of Southwick for work done on Sheep Pasture Road.
Case No. 55 - 1941

ORDERED, County Treasurer authorized and directed to pay \$127.61 to Town of Wales on acct of County's proportion of cost of work done on Monson Road.
Case No. 48 - 1941

October Meeting 1941

Orders

November 19, 1941

ORDERED that the sum of \$3,500.00 be paid from County Treasury to City of Westfield for work done on Little River Road and Little River Street. Case No. 38 - 1941

ORDERED, County Treasurer authorized and directed to pay \$533.72 to Town of West Springfield on acct of County's proportion of cost of work done on Park Street. Case No. 32 - 1941

Westfield State Sanatorium Account.

November 25, 1941

ORDERED that the am't charged County of Hampden by Comm. of Mass., State Sanatorium at Westfield, Mass., under contract under G.L. Ch 111, Sec. 85 as amended, be charged to the Town of Palmer in the Hospital District in the Am't of \$204.00, said am't to be paid to County Treasurer; also ORDERED that County Treasurer pay to Comm. of Mass., \$204.00 plus \$136.00, a total of \$340.00 on the Hospital Acct.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting November 25, 1941

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Palmer \$204.00

Said amount to be paid to the County Treasurer of the County of Hampden. It IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Two Hundred and Four Dollars (\$204.00) plus the sum of One Hundred and Thirty-six Dollars (\$136.00), a total of Three Hundred and Forty Dollars (\$340.00) on the Hospital account.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Order to Transfer

December 3, 1941

ORDER TO TANSFER (3)

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS:

Springfield,

December 3, 1941

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Training School in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of Five Hundred and Thirty-four Dollars and Thirty-seven Cents (\$534.37) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello)
Charles W. Bray) County
Commissioners

Original Filed in County Treas.
Office per Mr. J. Emerson

December 3, 1941

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS:

Springfield, December 3, 1941

Order to Transfer

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Miscellaneous Expenses in said County, said County Commissioners hereby authorized the County Treasurer to transfer from the Reseve Fund the sum of Thirteen Dollars and Eighty-nine Cents (\$13.89) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello

Charles W. Bray

County

Commissioners

Original filed in County Treas.
Office per Mr. J. Emerson.

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS:

Springfield, December 3, 1941

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Unpaid bills of Previous Years in said Count, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of Twenty-two Dollars and twenty-one Cents (\$22.21) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello

Charles W. Bray

County

Commissioners.

Original filed in the County Treas.
office per Mr. J. Emerson.

December 3, 1941

Eugene Gagnon, released from Hampden County Training School on parole.

Released from Training School on Parole.

ORDER to arrest holder of parole, Thadeus Korostynski. (Training School)

Order to Arrest

ORDERED that am't charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at Lakeville, Mass., under G.L. Ch 111, Sec. 85 as amended, be charged to Town of West Springfield in Hospital District in the amt of \$45.00, said am't to be paid to County Treas on or before December 31, 1941; also ORDERED that County Treasurer pay to Comm of Mass., \$45.00 plus \$30.00, a total of \$75.00 on Hospital Acct.

Lakeville State Sanatorium Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

COUNTY COMMISSIONERS' MEETING December 3, 1941

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Lakeville, Massachusetts

October Meeting 1941

under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Town of West Springfield in the Hospital District in the following amount:

WEST SPRINGFIELD	\$45.00
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Said amount to be paid to the County Treasurer of the County of Hampden on or before December 31, 1941. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Forty-five Dollars (\$45.00) plus the sum of Thirty Dollars (\$30.00), a total of Seventy-five Dollars (\$75.00) on the Hospital Account.

Thos. J. Costello) County Commissioners of the County of Hampden.
Charles W. Bray	

West State Sanatorium
Account

December 3, 1941

ORDERED that the am't charged the County of Hampden by Comm of Mass., State Sanatorium at Westfield, Mass., under contract, under G.L. Ch 111 Sec. 86 as amended, be charged to certain cities and towns in hospital district in the total amt of \$8,752.50, said amts to be paid to County Treasurer on or before Dec. 31, 1941; ALSO ORDERED that County Treasurer pay to Comm. of Mass. \$8,752.50 plus \$5,835.00, a total of \$14,587.50.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 3, 1941

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Chicopee	\$3,162.00
Holyoke	2,194.50
Ludlow	448.50
Monson	226.50
Palmer	273.00
Southwick	136.50
Westfield	1,326.00
West Springfield	576.00
Wilbraham	409.50
	<u>\$8,752.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before December 31, 1941. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Eight Thousand Seven Hundred and Fifty-two dollars and Fifty Cents (\$8,752.50) plus the sum of Five Thousand Eight Hundred and Thirty-five Dollars (\$5,835.00), a total of Fourteen Thousand Five Hundred and Eighty-seven Dollars and Fifty Cents (\$14,587.50)

Thos. J. Costello) County Commissioners of the County of Hampden
Charles W. Bray	

October Meeting 1941

Orders

December 3, 1941

ORDERED that the sum of \$449.99 be paid from County Treasury to Town of Chester for work done on Chester Hill Road and East River Road.
Case No. 50 and No. 51 - 1941

ORDERED, County Treasurer authorized and directed to pay the sum of \$2,641.71 to City of Holyoke on account of County's proportion of cost of work done on Northampton Street.
Case No. 67 - 1941

ORDERED, County Treasurer authorized and directed to pay \$851.29 to Town of Longmeadow on account of County's proportion of cost of work done on Shaker Road.
Case No. 40 - 1941

ORDERED that the sum of \$276.41 which is balance of County's proportion of cost of work done on Main Street be paid from County Treasury to Town of Monson.
Case No. 37 - 1941

ORDERED that the sum of \$448.19 which is balance of County's proportion of cost of work done on State Avenue and Main Street and Wales Road be paid from County Treasury to Town of Monson.
Case No. 36 - 1941

ORDERED, County Treasurer authorized and directed to pay sum of \$225.32 to Town of Palmer on account of County's proportion of cost of work done on Bonds-ville Road.
Case No. 62 - 1941

ORDERED, County Treasurer authorized and directed to pay sum of \$273.82 to City of Springfield on account of County's proportion of cost of work done on Columbus Avenue.
Case No. 71 - 1941

ORDERED that the sum of \$1,000.00 be paid from County Treasury to City of Westfield for work done on College Highway.
Case No. 39 - 1941

ORDERED, County Treasurer authorized and directed to pay sum of \$260.45 to Town of West Springfield on account of County's proportion of cost of work done on Park St.,
Case No. 32 - 1941

ORDERED, County Treasurer authorized and directed to pay sum of \$1,973.17 to Town of Wilbraham on acct of County's proportion of cost of work done on Springfield Street.
Case No. 41 - 1941

December 9, 1941

The Board of Survey at their meeting on 11/5/41 approved the changes of certain street names as shown on a plan entitled "Plan of Quaint Quaker Village" as follows:
Charlotte Road changed to Pilgrim Road extending from Plumtree Road northerly a distance of about 1400 feet;
Rockland Street changed to Mayflower Road extending from Plumtree Road northerly about 1300 feet;
Roanoke Street changed to Roanoke Road from the westerly line of Mayflower Road easterly for a distance of about 400 feet.

Plan on file with City of Springfield.
No plan with County.

Changes of certain
Street Names

December 10, 1941

VOTE appointing John G. Maxfield to act as Count Commissioner.

Vote appointing John
G. Maxfield Commis-
sioner.

October Meeting 1941

Voted that Commissioners consent to the stipulations entered into between U.S.A., City of Chicopee and Town of Ludlow.

Elizabeth M. Roberts
- Salary -

Voted to pay to city
of Holyoke.

Order to Transfer

December 10, 1941

VOTED, that the County Commissioners of Hampden County consent to the stipulation entered into between U.S.A., City of Chicopee and Town of Ludlow providing for payment by U.S. of A of \$140,000. to City of Chicopee and \$31,038.30 to Town of Ludlow in re: civil action #6164 pending in U.S. District Court, District of Mass., i.e. U.S. of America vs 4,268.90 acres of land etc.

VOTED that the salary of Elizabeth M. Roberts, Junior Clerk, in the Law Library, be increased from \$85.00 to \$90.00 per month commencing December 1, 1941.

VOTED to pay from the highway fund the sum of \$751.28 to defray the County's share of the work done on Willimansett Bridge to the City of Holyoke. Case No. 69 in 1939.

ORDER TO TRANSFER (1)

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS:

Springfield, December 10, 1941

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Training School Expenses in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of One Thousand Six Hundred and Seventy-one Dollars and Ninety-seven Cents (\$1,671.97) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello }
Edward J. Stapleton } County
John G. Maxfield } Commissioners.

Original filed in County
Treasurer's Office, per
Mr. Emerson, State Examiner.

Agreement re:
Lighting District
Court Room - Palmer-

December 12, 1941

AGREEMENT relative to changes in lighting in the District Court Room - Palmer - for the benefit of the Local Draft Board. This agreement was signed by the County Commissioners on November 25, 1941. The agreement was received in County Commissioners' office on Dec. 12, 1941.

Order to Transfer

December 18, 1941

ORDER TO TRANSFER (1)

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

Springfield, December 18, 1941

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Training School Salaries & Expenses in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of One Thousand Four Hundred and Sixty-five Dollars and Eighty-five Cents (\$1,465.85) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose is exhausted.

Thos. J. Costello)
Charles W. Bray } County
Edward J. Stapleton } Commissioners.

October Meeting 1941

December 18, 1941

ORDERED that the am't charged County of Hampden by Comm. of Mass., State Sanatorium at Westfield, Mass., under contract, under G.L. Ch 111 Sec. 85 as amended, be charged to certain towns in the hospital district in the total amount of \$465.00, said am't to be paid to the County Treas on or before Dec. 31, 1941, ALSO ORDERED that County Treas pay to Comm. of Mass., \$465.00 plus \$310.00, a total of \$775.00 on the Hospital Account.

Westfield State
Sanatatorium
Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 18, 1941

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Ludlow	\$325.50
Wilbraham	139.50
	<u>\$465.00</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before December 31, 1941. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden Pay to the Commonwealth of Massachusetts the above sum of Four Hundred and Sixty-five Dollars (\$465.00) plus the sum of Three Hundred and Ten Dollars (\$310.00) a total of Seven Hundred and Seventy-five Dollars (\$775.00) on the Hospital account.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

December 18, 1941

ORDERED, County Treasurer authorized and directed to pay \$450.00 received as rental from New England Tel and Tel Co., under their contract with the County of Hampden with reference to use of Hampden County Memorial Bridge by said Company, to
Springfield 51%
County of Hampden 31%
Town of West Springfield 12%
City of Holyoke 3%
City of Westfield 2%
Town of Agawam 1%

Orders

ORDERED that the sum of \$500.00 be paid from County Treasury to Town of Blandford for work done on Otis Stage Road, Blandford and Russell Stage Road and Cobble Mountain Road.
Case No. 47 - 1941.

ORDERED, County Treasurer authorized and directed to pay \$1,827.10 to Town of Blandford on acct of County's proportion of cost of work done on Russell.
Case No. 46 - 1941

ORDERED, County Treasurer authorized and directed to pay \$1,551.00 to Town of Chester on acct of County's proportion of cost of work done on East River Road.
Case No. 49 - 1941

October Meeting 1941

Orders

December 18, 1941

ORDERED, County Treasurer authorized and directed to pay \$569.07 to City of Chicopee on acct. of County's proportion of cost of work done on North Chicopee Street.
Case No. 41 - 1941

ORDERED that the sum of \$3,495.84 be paid from County Treasury to Town of East Longmeadow for work done on Maple Street.
Case No. 33 - 1941

ORDERED that the sum of \$2,499.99 be paid from County Treasury to Town of Granville for work done on Main Road.
Case No. 60 - 1941

ORDERED that the sum of \$350.00 be paid from County Treasury to Town of Granville for work done on South Lane #2 Road.
Case No. 77 - 1941

ORDERED that the sum of \$1,800.00 be paid from County Treasury to Town of Hampden for work done on Gendale Road.
Case No. 29 - 1941

ORDERED, County Treasurer authorized and directed to pay \$335.27 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield, East Brimfield, Mashapaug & Pond Bridge Roads.
Case No. 53 - 1941

ORDERED, County Treasurer authorized and directed to pay \$422.75 to the City of Holyoke on account of County's proportion of cost of work done on Northampton Street.
Case No. 67 - 1941

ORDERED that the sum of \$975.60 which is balance of County's proportion of cost of work done on South Hadley Falls Bridge be paid from County Treasury to City of Holyoke.
Case No. 70 - 1939.

ORDERED, County Treasurer authorized and directed to pay \$534.03 to Town of Longmeadow on acct. of County's proportion of cost of work done on Shaker Road.
Case no. 40 - 1941

ORDERED that the sum of \$1,499.94 be paid from County Treasury to Town of Ludlow for work done on Belchertown Road, East St., and West St.,
Case No. 68 - 1941

ORDERED that the sum of \$200.00 be paid from County Treasury to Town of Montgomery for work done on Main Road.
Case No. 43 - 1941

ORDERED, County Treasurer authorized and directed to pay \$1,254.77 to Town of Palmer on account of County's proportion of cost of work done on Thorn-dike, Ludlow, Belchertown, Forest Lake Roads, etc.
Case No. 65 - 1941

ORDERED, County Treasurer authorized and directed to pay \$50.67 to Town of Russell on acct of County's proportion of cost of work done on Main Street.
Case No. 54 - 1941

67 October Meeting 1941

December 18, 1941

ORDERED that the sum of \$200.00 be paid from County Treasury to Town of Russell for work done on General Knox Highway, and Main Street.
Case No. 66 - 1941

ORDERED, County Treasurer authorized and directed to pay \$173.70 to the City of Springfield on acct of County's proportion of cost of work done on Columbus Avenue.
Case No. 71 - 1941

ORDERED that the sum of \$334.69 be paid from County Treasury to Town of Tolland for work done on West Granville Road.
Case No. 72 - 1941

ORDERED, County Treasurer authorized and directed to pay \$214.60 to Town of Wales on acct of County's proportion of cost of work done on Monson Road.
Case No. 48 - 1941

December 19, 1941

ORDER TO TRANSFER (1)

Order to Transfer

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS:

Springfield, December 19, 1941

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Miscellaneous Expenses in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Two Hundred Twenty-nine Dollars and Eighteen Cents (\$229.18) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation for the purpose aforesaid is exhausted.

Thos. J. Costello

Charles W. Bray

} County

} Commissioners.

Damages Done By DogsLand DamagesSundry Accounts

Sundry accounts being presented, are allowed and the same amounting to the sum of

December 18, 1941

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Charles M. Calhoun

CLERK.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the sourn Tuesday of December, being the Twenty-third day of said month, and on the twenty-fourth and by adjournment on the thirty-first day of December, in the year of our Lord One Thousand Nine Hundred and Forty-One.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Edward J. Stapleton, Esquire	

And by adjournment on the seventh day of January and from time to time to the eight day of April in the year of our Lord One Thousand Nine Hundred and Forty-Two.

Prsent:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Edward J. Stapleton, Esquire	

On said seventh day of January, the Board, consisting of Thomas J. Costello, Charles W. Bray and Edward J. Stapleton, Esquires, Proceed to the choice of a chairman. The whole number of votes cast is three, of which Thomas J. Costello has two and is chosen Chairman of the Board for the year ensuing.

July 22, 1939

Norcross, Arthur D. - To the Honorable Board of Commissioners for the County of Hampden:
Petr. for permission to construct a dam for Gentleman:
recreational and conservation purposes on Vineca Brook on land belonging to him in the Town of Wales.

8

Plan

Amended Plan

Highway Book # 11

Page # 36

I wish to construct a dam for recreational and conservation purposes on Vineca Brook in the southwesterly part of the Town of Wales. This dam is to be located on land belonging to me and is on Vineca Brook just above its confluence with a tributary brook flowing in from the southwest and about one half mile upstream (southerly) from the site of a former sawmill dam near the old Bradway place. The proposed location lies approximately one fourth mile easterly from the Monson line and approximately one and one fourth miles northerly from the Connecticut line.

I hereby pray that your honorable board may grant me permission to construct the proposed dam in accordance with plans and specifications submitted herewith.

Yours very respectfully,

Arthur D. Norcross

Arthur D. Norcross

SPECIFICATIONS FOR
PROPOSED DAM ON VINECA BROOK
WALES, MASS.

1. LOCATION

The dam is to be located on land of Arthur D. Norcross in the southwesterly part of the Town of Wales, Mass. on Vineca Brook, so called, just upstream from a tributary flowing in from the southwest. This site is about one fourth mile easterly from the Monson town line and about one and one fourth miles northerly from the Connecticut state line.

2. SCOPE OF WORK PLANNED

An earth dam is to be constructed across Vineca Brook, provided with a gated outlet pipe that will completely drain the pond. A spillway is to be constructed on natural ground on the northerly side of the dam site to carry the overflow at all times and is to be so constructed as to serve as a fish ladder under normal flow conditions.

The spillway is to be bridged with a natural log bridge, and the top of the dam finished to serve as a roadway and provided with suitable natural log guard railing.

All work is to be done in accordance with accompanying plans, dated July 24, 1939, prepared by Nathaniel Clapp, Civil Engineer, which are hereby made a part of these specifications.

3. EARTH DAM

The earth dam will have a maximum height of about 16 feet and the major section will be about 100 feet in length. A shallow dike will extend northerly to a point where the natural ground runs up to the elevation of the top of the dam. The northerly part of the dam and dike sections will be on a curved layout to conform to the existing contours of the ground.

The earth dam will be constructed on a foundation cleared, stripped and prepared. It shall be extended into the foundation by means of cut-off trenches, as shown on plans. It shall consist of a heavy, pervious, coarse gravel downstream section, and an impervious, fine gravel upstream section, as shown on plans. The upstream face shall be covered with coarse gravel below the normal water surface. From 2' below to 2' above the spillway crest elevation the upstream face shall be protected from scour by stone paving, above which shall be a sodded loan surface. The top shall be crossed by a 12" gravel roadway surface. The downstream face shall be surfaced with 12" loam and seeded to grass.

4. CLEARING, STRIPPING AND PREPARING SITE

All trees, stumps, roots, sod and other foreign and organic matter shall be removed from the area on which the dam is to rest, and the upstream half of the site shall be furrowed with a plow parallel with the top of the dam with furrows 3' on centers, or otherwise as

directed by the engineer. The downstream side shall be scarified in such manner as to insure satisfactory bond between the natural ground and the new fill.

5. CUT-OFF TRENCHES

Two cut-off trenches shall be excavated across the site under the impervious upstream section, as shown on plans. These trenches shall be carried down 2' into impervious material, or to such depth as may be required by the engineer. In no case shall these trenches be less than 5' in depth across the bottom, nor less than 3' in depth at the sides of the site. The trenches shall be filled with impervious material (clay or loam) thoroughly compacted in place in a manner approved by the engineer.

6. COARSE GRAVEL FILL

Coarse gravel fill shall be placed in the downstream section of the dam, as shown on plans. The material used shall be a well-graded, pervious gravel approved by the engineer, and shall be well bonded to the existing foundation material. It shall be deposited in layers not more than 8" in thickness, each layer being thoroughly and uniformly compacted by rolling with tractor, trucks or other suitable equipment in a manner satisfactory to the engineer.

7. FINE GRAVEL FILL

Fine, gravel fill shall be placed in the upstream section of the dam, as shown on plans. The material used shall be a well-graded gravel containing sufficient fines to make it impervious, or other material approved by the engineer. This material shall be thoroughly and uniformly compacted by placing in layers not more than 6" thick and rolling with tractor, trucks or other suitable equipment. Insofar as practicable the more impervious material shall be placed near the upstream face, and the more pervious against the coarse gravel of the previous downstream section.

8. A very impervious loam or clay mixture shall be placed at the upstream toe as shown on plans. This impervious blanket shall be extended up the brook channel 50 feet to seal off any exposed gravel surfaces as required by the engineer.

9. GRAVEL BLANKET

All new fill on the upstream face lower than 2' below the spillway crest shall be blanketed with 12" of gravel. This gravel shall be a coarse, well-graded material without appreciable fines, and may contain not over 20% of stone up to 6" in diameter.

10. STONE PAVING

The upstream face of the dam shall be protected from scour by a 12" layer of stone paving to extend from 2' below the spillway crest grade to 2' above it.

In the vicinity of the spillway there shall be additional paving, as shown on plans, extending out 12' in front of the spillway crest and up to El. 904 (4' above the spillway crest) for a distance of not less than 40' on each side of the spillway.

There will also be stone paving at the spillway outlet and at

the inlet and outlet of the pond drain as hereinafter specified.

Paving within 20' of the spillway shall be 18" thick, using stone weighing not less than 50 lbs. each (except for chinking). All other paving, unless otherwise specified, shall be 12" thick, using stone weighing not less than 30 lbs. each (except for chinking). All paving shall be hand laid as directed by the engineer with the long dimension approximately perpendicular to the slope. All paving shall be laid on a 12" base of coarse gravel and the surface voids carefully chinked.

11. LOAM SURFACE, SODDING, SEEDING

The upstream face above the stone paving shall be surfaced with a 12" layer of loam and sodded to the top of the dam. The downstream face shall be surfaced with a 12" layer of loam and seeded with a grass seed mixture designed to protect the slope from erosion and approved by the engineer.

12. DRAIN PIPE AND APPURTENANCES

A 24" drain pipe shall be constructed through the base of the dam as shown on plans. It shall be provided with an inlet structure, equipped with a suitable gate which can be operated from the top of the dam, together with the necessary appurtenances therefor; an outlet headwall; paving to prevent scour in the vicinity of both inlet and outlet; and two cut-off walls in the impervious section as shown on plans. At each pipe joint suitable masonry supports shall be provided and carried down into stable foundation material, or such other type of support shall be provided as may be approved by the engineer.

13. 24" DRAIN PIPE

The drain pipe may be of reinforced concrete, metal, or other material approved by the engineer. If material other than concrete is used the pipe shall be encased in reinforced concrete casing not less than 4" in thickness. The joints shall be doubly reinforced and protected and provided with suitable support. The detailed method of joint protection and support for the type of pipe used must be approved by the engineer.

14. POND DRAIN CUT-OFF WALLS

Concrete cut-off walls shall be provided approximately as shown on the plans, except that with the approval of the engineer their position may be shifted to bring them at a joint in the pipe so that they may serve as a joint support. These walls shall extend down into a stable foundation material approved by the engineer, in no case less than 3' below, nor less than 2' on each side of and above the pipe. The cut-off walls shall be poured into, and entirely filling the excavation made for them after it has been pumped dry. No backfill of any kind shall be permitted under or against these walls below the bottom grade of the pipe. In placing fill around the upper section of these walls an impervious material similar in character to that to be used in that section of the dam, or somewhat more impervious, shall be used, and great care shall be taken to compact it in tightly against

the wall so that it will have a tight contact at all points.

15. POND DRAIN INTAKE STRUCTURES AND GATE

The intake chamber shall be constructed at the upstream end of the 24" drain pipe as shown on plans. It shall be supported on concrete walls extending down to solid foundation material in a manner approved by the engineer. The normal intake shall be approximately at the grade of the present brook, and an emergency inlet shall be provided by a 12" V.C. pipe cast in the inlet structure just below the normal inlet and entering the 24" pipe below the gate. This pipe shall be bulkheaded off with an 8" brick masonry wall flush with the upstream face.

A sliding, circular Calco gate, model 101 or equal, shall be set in the intake chamber and provided with an extension arm extending up the slope inside a buried, oil filled pipe to the operating wheel, which is to be set below the ground surface in a suitable concrete box which shall be provided with a plank cover and accessories for locking both the wheel and the plank cover in place.

The intake shall be provided with a trash rack set outside the gate in the concrete structure. This rack shall consist of steel grating bars 3/8" set 2" apart on centers, and the whole grating unit shall be thoroughly coated to prevent corrosion with a bituminous or other surface treatment approved by the engineer.

All earth surfaces within 10' of the center of the intake shall be protected from scour by 12" stone paving to be laid as specified in section 10.

16. POND DRAIN OUTLET

A dry rubble masonry headwall shall be constructed at the pond drain outlet as shown on plans. The dry rubble masonry shall extend down to solid foundation material in a manner approved by the engineer. On the upstream side this dry rubble wall shall be carefully chinked, as laid, with small stones and backed with coarse gravel.

Below the downstream end of the pipe the surface shall be graded as shown on plans and protected from scour by a heavy stone paving 2' thick resting on a 12" gravel base. This paving shall consist of stone, each weighing 200 lbs. or over, except that the surface voids shall be chinked with smaller stones in a manner approved by the engineer.

17. SPILLWAY

Above this dam Vineca brook has a drainage area of about 1.5 square miles, nearly all of which is wooded, much of which is swamp, and a very little of which is steeply sloping. The pond area at the spillway crest elevation will be about 7.5 acres. Since it will have a 21' crest 5' below the top of the dam, the spillway is planned to carry safely 500 cubic feet per second. The spillway will carry the normal overflow from the pond, which is to pass down through a fish ladder constructed in the center of the spillway channel.

As shown on plans the spillway will have a throat to provide

a transition from the 21' crest to the channel section which will be 5' wide at the base with side sloping up at the rate of 1:1 for a distance of 4' to give a top width of 13'.

Two 15" diameter posts are to be set 5' in front of the center of the spillway 10' apart on centers with tops set 4' above the spillway crest (El. 904) and set not less than 5' deep in a concrete footing, and provided with a reinforced concrete collar at least 4" thick extending up to El 900.5. These post will prevent any large object from getting into the throat of the spillway and obstructing it at time of flood.

18. NORMAL SPILLWAY SECTION

The normal section is to consist of two rubble masonry side-walls sloped as shown and resting on gravel base at least 8" thick. Between these sidewalls a series of pools will be foremed by unfinished granite block weirs set in notches to be left in the side wall masonry. East weir block is to be sloped and notched as shown to produce overflow on first one side and then the other. The pools will be about 1' deep and each will be 1' higher than the preceding pool. The pool bottoms will be paved with concrete slabs about 12" thick reinforced on the bottom and left rough and filled with rock that will be left visible on the surface of the slab. Entirely around these slabs a groove shall be left 1" wide and 2" deep to be filled with a plastic joint filler.

19. SPILLWAY BRIDGE ABUTMENTS

As shown on plans, the side walls shall be thickened and extended to the top of the dam to provide abutments for a bridge to cross over the spillway.

20. SPILLWAY CUT-OFF WALLS

Two cut-off walls shall be provided as shown, and on the upstream side of each a contraction joint 1/2" wide shall be provided filled with a plastic joint filler. Two 1/2" brass pipes shall be set in these cut-off walls to drain into one of the pools below any water which may collect in the gravel base above. These pipes shall be set nearly flush with the upstream face of the cut-off wall, and shall be covered with copper screening having a mesh opening of 1/8" or less, and shall be further protected against clogging by a filter of graded gravel.

21. SPILLWAY APRON

The bottom of the spillway at its upper ends between the crest and the upstream cut-off wall shall be paved with two 6" concrete slabs reinforced with 1/2" steel rods laid 6" on centers at right angles to the sidewalls, and 12" on centers parallel to the sidewalls, with a similar mat in both top and bottom of the slabs which shall rest on a gravel base at least 12" thick. Both slabs shall be provided with 1" grooves 2" deep on all sides, to be filled with plastic joint filler. The surface of these slabs shall be screeded to a uniform surface and finished with a wood float finish.

22. SPILLWAY BRIDGE

A natural log bridge is to be provided across the spillway. This is to be constructed of logs, 15" in diameter, planed on one face only and set 2' on centers. They shall be fitted to the masonry abutments to make all planed faces lie in a horizontal plane to receive the 3"x10" floor planks. 8" diameter wheel guards shall be placed on each side of the bridge on 3" blocks. The bridge shall be 14' wide outside to outside of wheel guards, all as shown on plans.

All logs and planks shall be well seasoned, sound stock, free from defects and treated with creosote or other preservative approved by the engineer.

23. ROADWAY

The top of the dam shall be surfaced with a 12" layer of gravel 12' wide crowned to serve as a road surface. This gravel shall be a well graded material containing sufficient fines to bind properly.

24. GUARD FENCE

A single log fence 24" high shall be constructed on both sides of the top of the dam. There shall be a clear width of 13' between fences. All posts shall be set not less than 4' in the ground 10' on centers, except that the span across the spillway bridge will be about 18'. The center plank of the spillway bridge shall be extended out 1' on each side to give support to a post to be set at the middle of this span, but the entire 18' shall be spanned by a single log.

25. CARE OF WATER

The contractor shall provide for the flow of the brook at all times. The normal flow may be carried through the pond drain pipe after its completion, but at all times and in respect to any flows that may occur, the contractor shall be prepared to handle such flows without damage to the work. If any damage does occur the contractor shall repair it entirely and to the satisfaction of the engineer without additional compensation.

By the time the dam is raised to the level of the spillway crest the spillway must be sufficiently completed to carry a flood flow without damage to either the spillway structure or the dam.

26. PLANS

General dimensions, form and certain details are indicated on plans entitled "Proposed Dam for A.D. Norcross on Vineca Brook, Wales, Mass." dated July 24, 1939, prepared by Nathaniel Clapp, Civil Engineer. These plans are made a part of these specifications.

Plans showing additional details will be furnished by the engineer as work progresses and the contractor requires them.

27. MATERIALS

Preliminary test pits indicate that a large part of the fine and coarse gravel can be secured from below the flow line of the pond in an area of high ground about 400 feet southeast of the dam site. Insofar as these materials are satisfactory, it is required that the

contractor use this borrow area to deepen the pond and increase its capacity. In this connection the area will have to be stripped and such surface material as is unsuited for use in the dam shall be placed as fill in certain low areas near the south end of the proposed pond. This fill shall be placed and rough graded to approximately El. 901. Care shall be taken that no drainage pockets shall be left back of the new fill and that the fill shall slope toward the pond approximately at the rate of 12" per 100'.

The material excavated from the spillway may be used in the dam if it is suitable and shall be placed as directed by the engineer.

The loam surface material shall be secured, insofar as it shall prove suitable, from an area near the north end of the pond about 500 feet from the site of the dam.

If the material from any of the sites herein mentioned shall prove unsatisfactory, other sites shall be located by the contractor by digging test pits and the contractor shall use such other areas as are approved by the engineer.

All materials incorporated in the finished work shall be the best obtainable for the purpose and must be approved by the engineer for the use intended. They shall be made convenient for inspection by the engineer a sufficient time in advance of use so that time for proper final inspection may be arranged, and it shall be the duty of the contractor to give the engineer such reasonable notice when materials are ready for inspection. When not otherwise specified all material and workmanship shall be in accordance with standard specifications therefor.

28. CONCRETE MASONRY

All cement concrete masonry shall conform to the standard specifications of the Mass. Dept. of Public Works. All reinforcing steel shall be placed as shown on plans, or otherwise as directed by the engineer. No reinforcing steel shall be covered by less than 1 1/2" of concrete.

All concrete masonry shall be placed in the dry and in a manner approved by the engineer.

In general a mix of 1:2:4 shall be used or otherwise as the engineer directs.

29. RUBBLE MASONRY

All rubble masonry shall be of local stone laid in full cement mortar beds and joints so that there shall be no voids whatever in any part of the stone masonry structures.

Mortar shall be 1 part cement to 2 parts of sand, except as may be otherwise directed by the engineer.

30. INSPECTION

At any and all times during the progress of the work, the materials, design and workmanship shall be subject to the inspection of the engineer. Any material or workmanship which is found to be unsatisfactory is to be removed and replaced by the contractor at his own expense.

31. LINES AND GRADES

Lines and grades for all work will be set by the engineer as required by the contractor. The contractor shall provide a man to assist the engineer in such work and such materials as may be needed to mark the lines and grades, as batters, stakes, etc. The contractor shall take care to preserve the marks set by the engineer. Reasonable notice shall be given the engineer in advance of the contractor's need of lines and grades for a specific structure or part thereof.

32. PARTIES

Wherever the term "owner" appears in these specifications, it shall be understood to mean Arthur D. Norcross.

Wherever the term "contractor" appears in these specifications, it shall be understood to mean the party who undertakes to perform the work covered by these specifications.

Wherever the term "engineer" appears in these specifications, it shall be understood to mean Nathaniel Clapp, Civil Engineer, Palmer, Mass. or his authorized representative.

33. COMPENSATION

Compensation shall be a lump sum bid for the work herein specified.

No bills for extra work or materials shall be allowed unless there can be shown written authority from the owner, or his authorized agent, to the contractor for furnishing the same. The price for such extra work must be decided beforehand by the contractor and owner, or his authorized agent, and shown in the written authorization for such extra work.

Any payments made during the progress of the work shall be based on the engineer's estimate of the value of the work completed less 25%.

Final payment shall be made after final approval of the finished work by the engineer.

34. TIME SCHEDULE OF WORK

The work shall be started within three days after the contractor's bid has been accepted in writing by the owner.

Within one month of the date of such acceptance the work shall be sufficiently completed so that the spillway can carry flood flows safely. Within six weeks of the date of such acceptance the work shall be entirely completed, or the contractor shall pay the owner \$10 per day for each day thereafter that the work remains incomplete. The work shall be considered complete as of the date of the engineer's report of final inspection and approval of the finished work.

35. CONTRACTOR'S RESPONSIBILITY

The contractor shall carry full compensation insurance for all employees engaged in the work, and comply with all local, state and federal laws concerning labor. The contractor shall save the owner harmless from any claim whatsoever arising from the prosecution of this work.

The contractor shall take full responsibility for any damage that may occur to any riparian owner downstream from the dam due to any failure or partial failure that may occur during the construction of the dam.

36. PROTECTION OF NATURAL SURROUNDINGS

The contractor shall take special care not to damage any trees not located within the actual site of the dam, or pond, construct any roadway, open any borrow pit, or otherwise deface in any manner the natural surroundings except in such location and manner as has been approved by the owner of his authorized agent.

37. INTENT OF SPECIFICATIONS

It is the intent of these specifications to describe the proposed work at the site designated and to include therein all work necessary to provide a permanent earth dam of ample strength, complete with a drain line for the pond with all necessary accessories to make it safe and susceptible of operation whenever necessary, and a spillway of ample capacity to handle any flood that may occur. It is further intended that the normal outflow from the pond shall provide a fish ladder down the center of the spillway channel, and that a safe wooden bridge and suitable roadway surface across the dam shall be provided together with a guard rail. It is intended that all work shall be done in a thorough and workmanlike manner to provide a permanent and safe structure complete with all necessary equipment and accessories.

Any changes found necessary to secure first class work shall be made as directed by the engineer.

38. ENGINEER'S ESTIMATE OF QUANTITIES

The following estimate of quantities is believed to be reasonably accurate, but is not guaranteed to be absolutely correct. It is included herein to assist the contractor in estimating the cost of the work involved, but it is expected that the contractor will examine the site and check the plans and satisfy himself as to the character and quantity of work to be done before submitting his bid. The neglect of the contractor to make such investigation and verification will not excuse him from any misunderstanding which he may have of the work to be done.

<u>Estimated Quantities</u>	
Clearing, Stripping and Preparing Site	1250 sq.yds.
Fill (all classes)	2500 cu.yds.
Excavation (may be used in fill if material is satisfactory).	500 cu.yds.
Stone Paving	400 sq.yds.
24" Pipe	80 lin.ft.
24" Gate	1 each
Rubble Masonry	130 cu.yds.
Dry Rubble Masonry	10 cu.yds.
Concrete Masonry	60 cu. yds.
Log Bridge (13' span, 14' wide)	1 each
24" Guard Fence (Single log)	400 lin.ft.

Nathaniel Clapp
Civil Engineer,
Palmer, Mass.

REPORT OF ENGINEER

July 28, 1939

The Hon. The Board of County Commissioners
Hampden County Court House
Springfield, Mass.

Charles W. Bray, Chairman,

Dear Sir:

In accordance with your instructions, I have examined the plans and specifications filed for your approval on July 26th, 1939, by Arthur D. Norcross for the construction of an earthen fish pond dam on Vineca Brook in the Town of Wales and report as follows:

Vineca Brook is a small tributary of Conant Brook which in turn is a tributary of Chicopee Brook that enters the Quaboag River about a mile upstream from the village of Palmer.

At a point on Vineca Brook about a half mile upstream from the old Peck sawmill dam, so called, where the drainage area contributory is 1 1/2 square miles, the proposed dam will be located. It will be 200 feet in length, 16 feet in maximum height and 15 feet in width on the top. In regard to the length of the dam however, it may be stated that about one half of this is only a few feet in height extending along high natural ground which is about the spillway level.

The slope of the dam on the upstream side will be 1 on 3, surfaced or blanketed with gravel one foot in thickness. In addition, this slope will be protected from wave action at the water level by a 12 inch stone pavement extending from 2 feet below to 2 feet above the spillway level. On the downstream side the slope will be 1 on 2, loamed and seeded.

In the construction of the dam, the material will be carefully graded, with the impervious, clayey soil placed in the upstream portion and the coarser, pervious, material in the downstream portion. Under the upstream part of the high section of the dam, two cut-off trenches running parallel with the length of the dam and about 25 feet apart will be excavated down into a satisfactory, impermeable stratum in the foundation and refilled with impervious material thoroughly compacted in place, so as to prevent any leakage or seepage through the foundation soil under the structure.

About 60 feet from the east end of the dam, a 24 inch diameter gated drain pipe will extend through the base of the structure, for the purpose of drawing down or emptying the pond. This drain will be of reinforced concrete pipe or a metallic pipe encased in reinforced concrete. In either case it will be supported on concrete piers or footings extending down into a solid foundation, and will be provided with concrete cut-off walls to prevent leakage through the earth-fill along the outside of the conduit.

The overflow of the dam will be a substantial structure of reinforced concrete and rubble stone masonry, located near the easterly

end of the dam, at a point where the height of the dam is only about 5 feet above the natural ground level. From the spillway crest, which will be 21 feet in length and 5 feet below the level of the top of the dam, a U-shaped spillway channel 5 feet in width on the bottom, 13 feet in width on top and about 80 feet in length will extend from the pond, across the dam and natural ground to the bed of the brook, well below the toe of the dam. The floor of the spillway channel will be constructed in a stepped fashion with a low partition wall across the end of each step so as to form a fish ladder or series of shallow pools in the bottom of the overflow channel.

The pond formed by the dam will cover an area of about 7 1/2 acres and will be used as a fishing pond.

Inasmuch as the plans and specification indicate a structure of ample section and conservative design, I recommend that they be approved.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

PUBLISHING

ADVERTISING

NORCROSS
244 Madison Avenue
New York

July 22, 1939

To the Honorable Board of Commissioners for the County of Hampden:

Gentlemen:

I wish to construct a dam for recreational and conservation purposes on Vineca Brook in the southwesterly part of the Town of Wales. This dam is to be located on land belonging to me and is on Vineca Brook just above its confluence with a tributary brook flowing in from the southwest and about one half mile upstream (southerly) from the site of a former sawmill dam near the old Bradway place. The proposed location lies approximately one fourth mile easterly from the Monson line and approximately one and one fourth miles northerly from the Connecticut line.

I hereby pray that your honorable board may grant me permission to construct the proposed dam in accordance with plans and specifications submitted herewith.

Yours, very respectfully,

Arthur D. Norcross

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting August 2, 1939

The foregoing petition was entered on the Twenty-sixth day of July in the year of our Lord, One Thousand Nine Hundred and Thirty-

Nine, when the said petitioner filed said plan and specifications for permission to construct a dam for recreational and conservation purposes on Vineca Brook on land belonging to him in the Town of Wales, said plan and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing (his report being on file with the case), the Commissioners do hereby approve said plan and specifications in accordance with report of said James L. Tighe.

Charles W. Bray

Thos. J. Costello

Edward J. Stapleton

)
:
County
Commissioners
of the County
of Hampden
)

AMENDED SPECIFICATIONS

A.D. NORCROSS

Specifications for Proposed dam on Vineca Brook, Wales, Mass.

The specifications for this dam are amended as follows:

Page 3, paragraph 5, Cut Off Trenches.

A cut-off trench shall be excavated across the site approximately under the center line of the dam, as shown on amended plan. The trench shall be carried down into impervious material, or to such depth as shall be required by the engineer. When impervious material is not found at a reasonable depth, 3" tongued and grooved oak plank shall be driven to elevation 882.0 or to such a depth satisfactory to the engineer. The top of this sheeting shall be cut off at elevation 890.0. The trench shall then be deepened if necessary to give a 2 foot depth below top of plank and then be filled with a fine impervious material thoroughly compacted in place.

Page 4, paragraph 8, void.

Page 11, paragraph 26. Plans. Shall read as follows:

General dimensions, form and certain details are indicated on plans entitled "Proposed dam for A.D. Norcross on Vineca Brook, Wales, Mass," and on the amended plan showing actual construction. These plans are made a part of the specifications.

All other parts of said original specifications shall hold as written.

Approved, - June 11, 1941

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

}
County
Commissioners
of the County
of Hampden

REPORT OF ENGINEER ON AMENDED PLAN AND SPECIFICATIONS

February 12, 1941

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

On August 2, 1939, the County Commissioners approved plans and specifications submitted by Arthur D. Norcross for the construction of a low dam for recreational and conservation purposes on Vineca Brook in the Town of Wales at a point about one-half mile upstream from the old Peck sawmill dam, so called, and to be known as the Norcross No. 2 dam.

In preparing the foundation for this structure, a stratum of water-bearing sand was encountered under a portion of the upstream section of the dam on both sides of the brook channel, and it was thought advisable as a precaution against leakage or seepage through the foundation at this point, that a sheet piling cut-off wall, not called for in the original plans and specifications, be driven from the bottom of the cut-off trench down into impervious soil in the foundation. This piling to consist of 3" matched oak plank, from 4 to 8 feet in depth, and having a total length of about 40 feet, as shown and specified in the accompanying "Amended plan and specifications".

Inasmuch as this sheet piling cut-off wall will add to the safety and stability of the structure, I would recommend that the "Amended plan and specifications", be approved, and filed with the original plan and specifications for this dam.

Respectfully submitted,

James L. Tighe

SECOND INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting

June 11, 1941

In the matter of the petition of Arthur D. Norcross for permission to construct a dam for recreational and conservation purposes on Vineca Brook on land belonging to him in the Town of Wales.

An amended plan and specifications were filed December 20, 1940 and they were thereupon referred to James L. Tighe, Engineer, selected by the County Commissioners, and the said James L. Tighe having reported in writing under date of February 12, 1941 (his report being on file with the case), the Commissioners do hereby approve said amended plan and specifications in accordance with the report of said James L. Tighe, to be filed with the original plan and specifications for this dam.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

)
County
Commissioners
of the County
of Hampden.

December Meeting 1941

FINAL REPORT OF ENGINEER

December 18, 1941

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

I recommend for your acceptance the construction of the Arthur D. Norcross dam No. 2, located on Vineca Brook in the town of Wales.

This dam has been completed in accordance with the original plan and specifications approved by the County on August 2nd, 1939, as revised by the amended plan and specifications which were approved by the County on June 11, 1941.

Respectfully submitted,

James L Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 24, 1941

In the matter of the petition of ARTHUR D. NORCROSS for permission to construct a dam for recreational and conservation purposes on Vineca Brook on land belonging to him in the Town of Wales. (No. 2 dam)

The petition, plan and specifications were filed on July 26, 1939. Said plan and specifications were referred to James L. Tighe, Engineer, who made a report in writing, dated July 28, 1939, on file with this case, and on recommendation of said James L. Tighe, said plan and specifications were approved on August 2, 1939.

Amended plan and specifications were filed on December 20, 1940 which were referred to James L. Tighe, Engineer, who made a report in writing, dated February 12, 1941, on file with this case, and on recommendation of said James L. Tighe, said amended plan and specifications were approved June 11, 1941.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners, dated December 18, 1941, which is on file with this case, and it appearing that the original plan and specifications approved by the County on August 2nd, 1939, as revised by the amended plan and specifications which were approved by the County on June 11, 1941, have been faithfully adhered to, it is ordered that same be accepted and recorded.

Thos. J. Costello)
)
) County
Charles W. Bray) Commissioners
) of the County
) of Hampden
Edward J. Stapleton)

December Meeting 1941

September 7, 1940

To the Honorable Board of Commissioners for the County of Hampden:

Gentlemen:

I wish to construct a dam for recreational and conservation purposes on Vineca Brook in the southwesterly part of the Town of Wales. This dam is to be located on land belonging to me and is on Vineca Brook at the site of a former saw mill dam near the old Bradway place, known as the "Peck Mill". The proposed location lies approximately one-fourth mile easterly from the Monson Line, and approximately one and one-fourth miles northerly from the Connecticut line.

I hereby pray that your Honorable Board may grant me permission to construct the proposed dam in accordance with plans and specifications submitted herewith.

Yours very respectfully,

Arthur D. Norcross

SPECIFICATIONS

For

PROPOSED DAM NO. 1 ON VINECA BROOK

WALES, MASSACHUSETTS

LOCATION:

The dam is to be located on the land of Arthur D. Norcross, in the Southwesterly part of town of Wales, Mass., on Vineca Brook, at the site of what is known as the Peck Mill.

SCOPE OF WORK:

The present crest of the earth dam at Peck's Mill is to be built up $\pm 4'-0"$ and a spillway is to be constructed at the Northerly end of the above dam.

No work is to be done on the present dry stone wall on the down stream face of said dam.

EARTH DAM:

The earth dam will have a maximum height of $5'-0"$ above normal pond elevation which is called elevation 800. The length of the above dam to be about $170-0 \pm$.

The site of the dam is to be stripped, cleared and prepared before any new fill is to be placed on same. A cut-off trench $4-0$ wide shall be dug through the present fill down $1'-0"$ into impervious material or to such depth as directed by the engineer, and this trench is to be filled with impervious material as selected by the engineer. Such impervious material can be found at the site of Dam No. 2 on Vineca Brook. The remainder of the dam fill is to be an impervious, fine gravel as shown on the plans. The upstream face shall be covered with coarse gravel below elevation 802, 2 ft. above normal water surface as shown on plans.

Norcross, Arthur D. -
Petr. for permission
to construct a dam in
accordance with plan
and specifications
filed for recreational
and conservation pur-
poses on Vineca Brook
in the southwesterly
part of the Town of
Wales.
(dam No. 1 so-called)

11

Plan

Amended Plan

HIGHWAY BOOK # 11

PAGE # 51

No loam is to be placed under this contract.

CLEARING, STRIPPING AND PREPARING SITE:

All trees, stumps, roots, sod and other foreign and organic matter shall be removed from the area on which the dam is to rest. The above area is to be scarified in such a manner as to insure satisfactory bond between the natural ground and the new fill.

FINE GRAVEL FILL:

Fine gravel fill shall be placed in the upstream section of dam, as shown on plans. The material used shall be a well-graded gravel containing sufficient fines to make it impervious, or other material approved by the engineer. This material shall be thoroughly and uniformly compacted by placing in layers not more than 6" thick and rolling with tractor, trucks or other suitable equipment.

Insofar as practicable the more impervious material shall be placed near the upstream face, and the more pervious against the coarse gravel of the pervious downstream section.

DRAIN PIPE AND APPURTENANCES:

A 24" drain pipe shall be constructed through the base of the dam as shown on the plans. It shall be provided with an inlet structure, equipped with a Calco No. 101 gate which is to be operated from the top of the dam together with the necessary appurtenances therefor; and an outlet head wall of dry stone.

DRAIN PIPE:

The drain pipe shall be of reinforced concrete.

POND DRAIN CUT-OFF WALLS:

Concrete cut-off walls shall be provided approximately as shown on the plans, except that with the approval of the engineer their position may be shifted to bring them at a joint in the pipe so that they may serve as a joint support. These walls shall extend down into a stable foundation material approved by the engineer, in no case less than 3' below, nor less than 2' on each side of and above the pipe. The cut-off walls shall be pured into, and entirely filling the excavation made for them after it has been pumped dry. No backfill of any kind shall be permitted under or against these walls below the bottom grade of the pipe. In placing fill around the upper section of these walls an impervious material similar in character to that to be used in that section of the dam, or somewhat more impervious, shall be used, and great care shall be taken to compact it in tightly against the wall so that it will have a tight contact at all points.

POND DRAIN INTAKE STRUCTURES AND GATE:

The intake chamber shall be constructed at the upstream end of the 24" drain pipe as shown on plans. It shall be supported on concrete walls extending down to solid foundation material in a manner approved by the engineer. The normal intake shall be approximately at

at the grade of the present brook.

A sliding, circular Calco gate, model 101 or equal, shall be set in the intake chamber and provided with an extension arm extending up the slope inside a buried, oil filled pipe to the operating wheel, which is to be set below the ground surface in a suitable concrete box which shall be provided with a plank cover and accessories for locking both the wheel and the plank cover in place.

The intake shall be provided with a trash rack set outside the gate in the concrete structure. This rack shall consist of steel grating bars $3/8"$ x $2"$ set $2"$ apart on centers, and the whole grating unit shall be thoroughly coated to prevent corrosion with a bituminous or other surface treatment approved by the engineer.

POND DRAIN OUTLET:

A dry rubble masonry headwall with a concrete base shall be constructed at the pond drain outlet as shown on plans. The concrete base shall extend down to solid foundation material in a manner approved by the engineer. On the upstream side this dry rubble wall shall be carefully chinked, as laid, with small stones and backed with coarse gravel. Rip rap of large stone shall be placed at the outlet of the drain pipe. These stone shall be placed in such a manner as not to be subject to displacement by the water discharged from the pipe.

SPILLWAY:

A concrete spillway and abutments shall be built as shown on plans. The foundations shall extend into solid impervious material. A short cut-off wall shall be built as shown to break up a continuous smooth surface at the back of the abutments. If required, a $2" \times 4"$ groove shall be left in the top of the spillway and pipe sockets set for short iron bars.

The approach channel shall be excavated to a bottom elevation of 797.

The bottom of the discharge channel shall be protected by large stone placed in such a manner as not to be displaced by the water discharged over the dam, substantially as shown on plans.

CONCRETE MASONRY:

All cement concrete masonry shall conform to the standard specifications of the Mass. Dept. of Public Works. All reinforcing steel shall be placed as shown on plans, or otherwise as directed by the engineer. No reinforcing steel shall be covered by less than $1\ 1/2"$ of concrete.

All concrete masonry shall be placed in the dry and in a manner approved by the engineer.

In general a mix of 1:2:4 shall be used or otherwise as the engineer directs.

CARE OF WATER:

The contractor shall provide for the flow of the brook at all times, and shall be prepared to handle any flows that may occur without

damage to the work. If any damage does occur, the contractor shall repair it entirely to the satisfaction of the engineer without additional compensation.

The contractor shall do such extra grading not specifically mentioned as may be necessary to give the work a neat and finished appearance.

Also, he shall clear up all rubbish and excess material and dispose of the same in a manner satisfactory to the Owner.

MATERIALS:

If the material from any of the sites mentioned shall prove unsatisfactory, other sites shall be located by the contractor and he shall use such other areas as are approved by the engineer.

INSPECTION:

At any and all times during the progress of the work, the materials, design and workmanship shall be subject to the inspection of the engineer. Any material or workmanship which is found to be unsatisfactory is to be removed and replaced by the contractor at his own expense.

LINES AND GRADES:

Lines and grades for all work will be set by the engineer as required by the contractor. The contractor shall provide a man to assist the engineer in such work and such materials as may be needed to mark the lines and grades, as batteers, stakes, etc. The contractor shall take care to preserve the marks set by the engineer. Reasonable notice shall be given the engineer in advance of the contractor's need of lines and grades for a specific structure or part thereof.

PARTIES:

Wherever the term "owner" appears in these specifications, it shall be understood to mean Arthur D. Norcross.

Wherever the term "contractor" appears in these specifications, it shall be understood to mean the party who undertakes to perform the work covered by these specifications.

Wherever the term "engineer" appears in these specifications, it shall be understood to mean J.K. Barker, or his authorized representative.

CONTRACTOR'S RESPONSIBILITY:

The contractor shall carry full compensation insurance for all employees engaged in the work, and comply with all local, state and federal laws concerning labor. The contractor shall save the owner harmless from any claim whatsoever arising from the prosecution of this work.

The contractor shall take full responsibility for any damage that may occur to any riparian owner downstream from the dam due to any failure or partial failure that may occur during the construction of the dam.

PROTECTION OF NATURAL SURROUNDINGS:

The contractor shall take special care not to damage any trees not located within the actual site of the dam, or pond, construct any roadway, open any borrow pit, or otherside deface in any manner the natural surroundings except in such location and manner as has been approved by the owner or his authorized agent.

INTENT OF SPECIFICATIONS:

It is the intent of these specifications to describe the proposed work at the site designated and to include therein all work necessary to provide a permanent earth dam of ample strength, complete with a drain line for the pond with all necessary accessories to make it safe and susceptible of operation whenever necessary. It is intended that all work shall be done in a thorough and workmanlike manner to provide a permanent and safe structure complete with all necessary equipment and accessories.

PLANS:

General dimensions, form and certain details are indicated on plans of Dam No. 1 for A.D. Norcross on Vineca Brook, Wales, Mass. dated August 21, 1940, prepared by J. K. Barker. These plans are made a part of these specifications.

Plans showing additional details will be furnished by the engineer as work progresses and the contractor requires them.

HAMPDEN COUNTY
APPROVED

Sep 18 1940

Charles W. Bray

Thos. J. Costello

Edward J. Stapleton
County Commissioners

REPORT OF ENGINEER

September 13, 1940

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman,

Dear Sir:

In accordance with your instructions, I have examined the plan and specifications filed for your approval on Sept. 7, 1940, by Arthur D. Norcross for the rebuilding and raising of the old Peck sawmill dam, so-called, on Vineca Brook in the town of Wales and report as follows:

Vineca Brook is a tributary of Conant Brook which, in turn, is a tributary of the Chicopee Brook that enters the Quaboag River about a mile upstream from the Village of Palmer.

At a point on Vineca Brook about one-half a mile easterly or upstream from the Monson-Wales Town line, where the drainage area con-

tributary is approximately two square miles, is located the old Peck sawmill dam. This dam is a very old structure, and the water power development of which it is a part had been in the hands of the Peck family for over a hundred years, until it was purchased by the present owner. For years the water power operated a saw and shingle mill, and later on a cider mill. Both mills having long been abandoned, and only their stone foundations now remain.

The dam is an earthen embankment faced on the downstream side with a dry stone masonry wall. It is about one hundred and sixty-five feet in length, twelve feet in height and seven feet in width on top. The overflow, located near the northerly end of the structure is twelve feet in length, with its crest one foot below the top of the dam. Since the mills attached ceased operating some twenty years ago, the dam, however, has been abandoned and has been breached, so that it no longer forms any pond.

According to the plan and specifications filed, it is intended to restore the dam to service by rebuilding and raising it, so as to form a pond for pleasure and recreation uses.

The top of the dam will be raised an average of four feet above its present height by the construction of an earthen embankment directly over the top and upstream slope of the existing structure. This new embankment will be built of fine gravel, with a top width of six feet, a slope of one on two on the upstream side, and a slope of one on one and one-half on the downstream side. The upstream slope will be protected from wave action by a layer of coarse gravel, while the top and downstream slope will be loamed and seeded. In the construction of the new embankment, a cut-off trench four feet in width and extending down into an impervious foundation is to be excavated in the present earth dam, and refilled with compacted, impervious material.

At the northerly end of the structure, a new concrete overflow thirty feet in length and five feet in depth below the top of the dam will be built. Computations indicate that this overflow is of ample size to discharge safely any flood flow to be expected from the drainage area tributary. Near the southerly end of the dam, a twenty-four inch diameter reinforced concrete drain pipe for drawing down and emptying the pond will be constructed, this drain pipe will rest on a reinforced concrete slab or saddle, and will be provided with a concrete cut-off wall and a sliding gate at its upstream end.

Inasmuch as the plan and specifications, if faithfully adhered to, should result in a stable structure having an overflow of ample capacity, I would recommend that they be approved.

Respectfully submitted,
James L. Tighe

80 December Meeting 1941

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 18, 1940

In the matter of the petition of ARTHUR D. NORCROSS for permission to construct a dam in accordance with plan and specifications filed for recreational and conservation purposes on Vineca Brook in the southwesterly part of the Town of Wales.

Petition, plan and specifications of the proposed work were filed September 7, 1940. Said plan and specifications were referred to James L. Tighe, Engineer, selected by the County Commissioners, and the said James L. Tighe having reported in writing (his report being on file with the case), the Commissioners do hereby approve said plan and specifications in accordance with the report of said James L. Tighe.

Charles W. Bray)
Thos. J. Costello	) County
	) Commissioners
	) of the County
Edward J. Stapleton	) of Hampden

A.D. NORCROSS

AMENDED SPECIFICATIONS

Specifications for Proposed #1 Dam on Vineca Brook, Wales, Mass.

The specifications for this dam are amended as follows:

Page 2, paragraph headed "Drain Pipe and Appurtenances" change to read as follows:

A 24" drain pipe shall be constructed through the base of the dam as shown on the amended plan. It shall be provided with an inlet structure, equipped with a Calco No 101 circular gate to be operated from the top of a concrete pier, with all necessary appurtenances therefor; and an outlet headwall of dry stone masonry.

Second paragraph under the heading "Pond Drain Intake Structure and Gate" change to read as follows:

A sliding circular gate (Calco model 101 or equal) shall be set in the intake chamber and provided with an extension arm extending up the side of a concrete pier inside an oil filled pipe to the operating wheel, and shall be provided with suitable accessories for locking the wheel in place.

Page 5 Plans.

The original specifications as to plans shall be held to include the amended plan filed herewith.

All other sections of said original specifications shall hold as written.

Approved - June 11, 1941

Thos. J. Costello	} County Commissioners of the County of Hampden.
Charles W. Bray	
Edward J. Stapleton	

December Meeting 1941

REPORT OF ENGINEER ON AMENDED PLAN AND SPECIFICATIONS
February 12, 1941

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

On September 18, 1940, the County Commissioners approved plans and specifications, submitted by Arthur D. Norcross, for the rebuilding and raising of the old Peck Sawmill dam, so called, on Vineca Brook in the town of Wales. This dam is known as the Norcross No. 1 dam.

After the plans and specifications were approved, it was found advisable, because of greater convenience and dependability in operation, to alter slightly the arrangement of the 24" drain pipe gate, located at the upstream toe of the dam.

Instead of this gate being operated by a long steel stem or rod extending up the slope of the dam to a wheel near the top, it was re-arranged so as to be operated by a shorter, vertical stem, extending straight up from the gate to a point above the pond level.

While this change is of a minor nature, and does not concern the stability or safety of the dam in any way, nevertheless, the filing of an "Amended plan and specifications" showing the change, was thought advisable, in order that the County would have a complete record of the actual construction of this dam.

I would recommend that the "Amended plan and specifications" be approved, and filed with the original set of plans and specifications for this structure, which, as stated above, were approved by the County on September 18th, 1940.

/ Respectfully submitted,

James L. Tighe

SECOND INTERLOCUTORY DECREE
COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting

June 11, 1941

In the matter of the petition of Arthur D. Norcross for Permission to construct a dam in accordance with plan and specifications filed, for recreational and conservation purposes, on Vineca Brook in the southwesterly part of the Town of Wales.

As amended plan and specifications were filed December 20, 1940 and they were thereupon referred to James L. Tighe, Engineer, Selected by the County Commissioners and the said James L. Tighe having reported in writing under date of February 12, 1941 (his report being on file with the case), the Commissioners do hereby approve said amended plan and specifications in accordance with the report of said James L. Tighe, to be filed with the original set of plans and specifications for this structure.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

December Meeting 1941

FINAL REPORT OF ENGINEER

December 18, 1941

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

I recommend for you acceptance the construction of the Arthur D. Norcross dam No. 1, located on Vineca Brook in the town of Wales.

This dam has been completed in accordance with the original plan and specifications, approved by the County on September 18th, 1940, as revised by the amended plan and specifications which were approved by the County on June 11th, 1941.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 24, 1941

In the matter of the petition of ARTHUR D. NORCROSS for permission to construct a dam in accordance with plan and specifications filed for recreational and conservation purposes on Vineca Brook in the southwesterly part of the Town of Wales. (No. 1 Dam)

The petition, plan and specifications were filed on September 7, 1940. Said plan and specifications were referred to James L. Tighe, Engineer, who made a report in writing, dated September 13, 1940, on file with this case, and on recommendation of said James L. Tighe, said plan and specifications were approved on September 18, 1940.

Amended plan and specifications were filed on December 20, 1940 which were referred to James L. Tighe, Engineer, who made a report in writing, dated February 12, 1941, on file with this case, and on recommendation of said James L. Tighe, said amended plan and specifications were approved June 11, 1941.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners, dated December 18, 1941, which is on file with this case, and it appearing that the original plan and specifications, approved by the County on September 18, 1940, as revised by the amended plan and specifications which were approved by the County on June 11, 1941, have been faithfully adhered to, it is ordered that same be accepted and recorded.

Thos. J. Costello)

Charles W. Bray)

Edward J. Stapleton)

County
Commissioners
of the County
of Hampden.

December Meeting 1941

Norcross, Arthur D.-
Petr. for permission
to construct a dam
in accordance with
plan and specifica-
tions filed for re-
creational and con-
servation purposes on
Vineca Brook in the
southwesterly part
of the Town of Wales.
(dam No. 3 so-called)

12

Plan

Amended Plan

HIGHWAY Book # 11
Page # 56

September 7, 1940

To the Honorable Board of Commis-
sioners for the County of Hampden:

Gentlemen:

I wish to construct a dam for recreational and conservation purposes on Vineca Brook in the southwesterly part of the Town of Wales. This dam is to be located on land owned by me and is on Vineca Brook about three-quarters mile up-stream from the site of a former saw mill dam near the Bradway place. The proposed location is approximately one-half mile easterly of the Monson Town line and approximately one mile from the Connecticut State line.

I hereby pray that you Honorable board may grant me permission to construct the proposed dam in accordance with plans and specifications herewith submitted.

Yours Very respectfully,

Arthur D. Norcross

S P E C I F I C A T I O N S

For

PROPOSED DAM NO. 3 ON VINECA BROOK
WALES, MASS.

LOCATION:

The dam is to be located on land of Arthur D. Norcross in the Southwesterly part of the Town of Wales on Vineca Brook about 1/4 mile above the dam known as No. 2.

SCOPE OF WORK:

An earth dam is to be constructed across Vineca Brook provided with a gated outlet pipe that will completely drain the pond. A spillway is to be constructed on ledge or other suitable foundation material on the Northerly end of the dam site to carry the overflow.

EARTH DAM:

The earth dam will have a maximum height of about 5-0 above the normal water line.

The earth dam will be constructed on a foundation cleared, stripped and prepared. It shall be extended into the foundation by means of a cut-off trench as shown on the plans, said trench to be not greater than 80-0 long and carried down about 1-0 into impervious coarse gravel and rock downstream section, and an impervious fine gravel upstream section as shown on the plan. The upstream face shall be covered with coarse gravel below elevation 952, 2 ft. above normal water surface. The top shall be crossed by a 12" gravel roadway surface. No loam to be placed in this contract.

A 2 ft. layer of very fine impervious material shall be placed and compacted on ledge rock and such other areas as directed by the

engineer. Such material can be obtained from an area at the upper end of the pond, or from the area to be flooded by No. 2 dam.

CLEARING, STRIPPING AND PREPARING SITE:

All trees, stumps, roots, sod and other foreign and organic matter shall be removed from the area on which the dam is to rest. The above area is to be scarified in such a manner as to insure satisfactory bond between the natural ground and the new fill.

ROCK AND COARSE GRAVEL FILL:

A rock and coarse gravel fill shall be placed in the downstream section of the dam, as shown on plans. The gravel used shall be a well-graded, pervious gravel approved by the engineer, and shall be well bonded to the existing foundation material. It shall be deposited in layers not more than 8" in thickness, each layer being thoroughly and uniformly compacted by rolling with tractor, trucks or other suitable equipment in a manner satisfactory to the engineer.

The loose rock at present on the dam site shall be used in building up the slope of 1 1/2:1 as shown by the plans. This rock is to be roughly placed to this slope and backed by the above mentioned coarse gravel fill. The gravel shall be kept back about 1 ft. from the face of the fill, leaving interstices for loam to be placed later.

It is expected that this coarse gravel can be obtained from a pit to be opened near the upper end of the area to be flooded.

FINE GRAVEL FILL:

Fine gravel fill shall be placed in the upstream section of the dam as shown on plans. The material used shall be a well-graded gravel containing sufficient fines to make it impervious, or other material approved by the engineer. This material shall be thoroughly and uniformly compacted by placing in layers not more than 6" thick and rolling with tractor, trucks or other suitable equipment.

It is expected that the fine gravel fill can be obtained from pits located near the upper end of the area to be flooded, or it may be obtained from the area to be flooded by No. 2 dam.

DRAIN PIPE AND APPURTENANCES:

An 18" drain pipe shall be constructed through the base of the dam as shown on plans. It shall be provided with an inlet structure, equipped with a suitable gate which can be operated from the top of the dam, together with the necessary appurtenances therefor; an outlet headwall; paving to prevent scour in the vicinity of both inlet and outlet; and two cut-off walls in the impervious section as shown on plans. At each pipe joint suitable masonry supports shall be provided and carried down into stable foundation material, or such other type of support shall be provided as may be approved by the engineer.

DRAIN PIPE:

The drain pipe shall be of reinforced concrete, cast in 8 ft. sections.

POND DRAIN CUT-OFF WALLS:

Concrete cut-off walls shall be provided approximately as shown on the plans, except that with the approval of the engineer their position may be shifted to bring them at a joint in the pipe so that they may serve as a joint support. These walls shall extend down into a stable foundation material approved by the engineer. In placing fill around these walls an impervious material similar in character to that to be used in that section of the dam, or somewhat more impervious, shall be used, and great care shall be taken to compact it in tightly against the wall so that it will have a tight contact at all points.

POND DRAIN INTAKE STRUCTURES AND GATE:

The intake chamber shall be constructed at the upstream end of the 18" drain pipe as shown on plans. It shall be supported on concrete walls extending down to solid foundation material in a manner approved by the engineer. The normal intake shall be approximately at the grade of the present brook.

A sliding, circular Calco gate, model 101 or equal, shall be set in the intake chamber and provided with an extension arm extending up the slope inside a buried, oil filled pipe to the operating wheel, which is to be set below the ground surface in a suitable concrete box which shall be provided with a plank cover and accessories for locking both the wheel and the plank cover in place.

The intake shall be provided with a trash rack set outside the gate in the concrete structure. This rack shall consist of steel grating bars $3/8"$ x $2"$ set $2"$ apart on centers, and the whole grating unit shall be thoroughly coated to prevent corrosion with a bituminous or other surface treatment approved by the engineer.

SPILLWAY SECTION:

The spillway will be constructed by levelling off a rock mass to an approximate elevation 950 by using light blasting or other means. Building two abutments of cement rubble all as shown on plans. Concrete may be used where it will not be visible on completion of the work. It is expected that concrete or cement mortar will have to be used to close all seams under or around this rock mass.

ROADWAY:

The top of the dam shall be surfaced with a 12" layer of gravel 12' wide crowned to serve as a road surface. This gravel shall be a well graded material containing sufficient fines to bind properly.

PLANS:

General dimensions, form and certain details are indicated on plan of Dam No. 3 for A. D. Norcross on Vineca Brook, Wales, Mass. dated August 21, 1940, prepared by J.K. Barker. These plans are made a part of these specifications.

Plans showing additional details will be furnished by the engineer as work progresses and the contractor requires them.

CONCRETE MASONRY:

All cement concrete masonry shall conform to the standard specifications of the Mass. Dept. of Public Works. All reinforcing steel shall be placed as shown on plans, or otherwise as directed by the engineer. No reinforcing steel shall be covered by less than 1 1/2" of concrete.

All concrete masonry shall be placed in the dry and in a manner approved by the engineer.

In general a mix of 1:2:4 shall be used or otherwise as the engineer directs.

RUBBLE MASONRY:

All rubble masonry shall be of local stone laid in full cement mortar beds and joints so that there shall be no voids whatever in any part of the stone masonry structures.

Mortar shall be 1 part cement to 2 parts of sand, except as may be otherwise directed by the engineer.

CARE OF WATER:

The contractor shall provide for the flow of the brook at all times, and shall be prepared to handle any flows that may occur without damage to the work. If any damage does occur, the contractor shall repair it entirely to the satisfaction of the engineer without additional compensation.

The contractor shall do such extra grading not specifically mentioned as may be necessary to give the work a neat and finished appearance.

Also, he shall clean up all rubbish and excess material and dispose of the same in a manner satisfactory to the owner.

MATERIALS:

If the materials from any of the sites mentioned shall prove unsatisfactory, other sites shall be located by the contractor and he shall use such other sites as are approved by the engineer.

INSPECTION:

At any and all times during the progress of the work, the materials design and workmanship shall be subject to the inspection of the engineer. Any material or workmanship which is found to be unsatisfactory is to be removed and replaced by the contractor at his own expense.

LINES AND GRADES:

Lines and grades for all work will be set by the engineer as required by the contractor. The contractor shall provide a man to assist the engineer in such work and such materials as may be needed to mark the lines and grades, as batter, stakes, etc. The contractor shall take care to preserve the marks set by the engineer. Reasonable notice shall be given the engineer in advance of the contractor's need of lines and grades for a specific structure or part thereof.

PARTIES:

Wherever the term "owner" appears in these specifications, it shall be understood to mean Arthur D. Norcross.

Wherever the term "contractor" appears in these specifications, it shall be understood to mean the party who undertakes to perform the work covered by these specifications.

Wherever the term "engineer" appears in these specifications, it shall be understood to mean J. K. Barker, or his authorized representative.

CONTRACTORS'S RESPONSIBILITY:

The contractor shall carry full compensation insurance for all employees engaged in the work, and comply with all local, state and federal laws concerning labor. The contractor shall save the owner harmless from any claim whatsoever arising from the prosecution of this work.

The contractor shall take full responsibility for any damage that may occur to any riparian owner downstream from the dam due to any failure or partial failure that may occur during the construction of the dam.

PROTECTION OF NATURAL SURROUNDINGS:

The contractor shall take special care not to damage any trees not located within the actual site of the dam, or pond, construct any roadway, open any borrow pit, or otherwise deface in any manner the natural surroundings except in such location and manner as has been approved by the owner or his authorized agent.

INTENT OF SPECIFICATIONS:

It is the intent of these specifications to describe the proposed work at the site designated and to include therein all work necessary to provide a permanent earth dam of ample strength complete with a drain line for the pond with all necessary accessories to make it safe and susceptible of operation whenever necessary. It is intended that all work shall be done in a thorough and workmanlike manner to provide a permanent and safe structure complete with all necessary equipment and accessories.

HAMPDEN COUNTY

APPROVED

Oct. 16, 1940

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

County Commissioners

REPORT OF ENGINEER

October 2, 1940

The Hon. The board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

In accordance with your instructions, I have examined the plan and specifications filed for your approval by Arthur D. Norcross on September 14, 1940, for the construction of a dam on Vineca Brook in the town of Wales and report as follows:

Vineca Brook is a tributary of Conant Brook which, in turn, is a tributary of Chicopee Brook that enters the Quaboag River about a mile upstream from the village of Palmer.

The dam, for which the plan and specifications have been filed, is the third dam to be constructed to form small ponds for recreational and conservation purposes in the present year by the owner on Vineca Brook. The first dam, for which the plan and specifications were approved on August 2, 1939, has been built during the past Summer, while the second dam, approved September 18, 1940, is now under construction.

The two dams already approved are located about one-half a mile apart on the stream, while the dam now proposed will be about one-quarter mile further upstream, at a point where the drainage area tributary is somewhat more than one square mile.

According to the plan, it will be an earthen structure about 220 feet in length, 10 feet in maximum height and fifteen feet in width on its top, which will form a private roadway or drive. The slope of the dam on the upstream side will be 1 on 2, surfaced to a point 2 feet above the normal water level with a layer of coarse gravel 18 inches in thickness. The upstream toe of the dam will be reinforced by a heavy fill of coarse gravel, extending in the form of a berm 6 feet in width, up to a point 2 feet below normal water level. The purpose of this berm of gravel at the upstream toe is to facilitate the raising of the dam a height of 2 feet at some time in the future. This future raising of the dam, as indicated on the plan, is not considered to be included in the present petition, and should be treated separately whenever it is intended to make the change.

The upstream and middle parts of the dam will be composed of fine, impervious gravel, placed and compacted in layers not more than 6 inches in thickness, while the downstream embankment will be constructed as a heavy, pervious fill of rock and coarse gravel, having a slope of 1 on 1 1/2.

For a length of about 80 feet, at the highest part of the dam, a cut-off trench will be excavated in the foundation down to ledge rock or impervious soil, and refilled with fine material, thoroughly compacted so as to prevent leakage or seepage through the foundation.

At its extreme westerly end, the dam will abut against a

natural outcrop of the ledge rock, and at this point, an overflow will be provided by excavating a channel through the ledge. The crest of this overflow will be 22 feet in length and 5 feet in depth below the top of the dam, with heavy rubble stone abutment walls on both sides.

Near the middle of the dam, at the location of the brook channel, an 18" diameter concrete drain pipe will be laid through the structure. This drain pipe will be supported for its entire length on a concrete slab, 12"x24" in section, and will be provided with a sliding gate at its upstream end and concrete cut-off walls along its length.

The plan and specifications filed indicate a substantial structure, with an overflow of generous capacity, and therefore, I would recommend that they be approved.

Respectfully submitte,
James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 16, 1940

In the matter of the petition of ARTHUR D. NORCROSS for permission to construct a dam in accordance with plan and specifications filed for recreational and conservation purposes on Vineca Brook in the southwesterly part of the Town of Wales.

Petition, plan and specifications of the proposed work were filed September 14, 1940. Said plan and specifications were referred to James L. Tighe, Engineer, selected by the County Commissioners, and the said James L. Tighe having reported in writing (his report being on file with the case), the Commissioners do hereby approve said plan and specifications in accordance with the report of said James L. Tighe.

Charles W. Bray)
Thos. J. Costello) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

AMENDED SPECIFICATIONS

A.D. NORCROSS

Specifications for Proposed Dam #2 on Vineca Brook, Wales, Mass.

The specifications for this dam are amended as follows:

Page 2, paragraph headed "Drain Pipe and Appurtenances" shall be changed to read as follows:

An 18" drain pipe shall be constructed through the base of the dam as shown on amended plan. It shall be provided with an inlet structure, a gate well or tower equipped with a suitable gate to be operated from the top of the tower, together with necessary appurtenances therefor; an outlet headwall; paving where needed to prevent scour, and cutoff walls in the impervious section, all as shown on

plans. At each pipe joint suitable masonry supports shall be provided and carried down into stable foundation material, or other such type of support shall be provided as may be approved by the engineer.

Page three, second paragraph changed to read as follows:

A sliding circular Calco gate, Model 101 or equal, shall be set in gate tower and provided with an extension arm extending up to the top of the tower inside an oil filled pipe. The tower shall be provided with a plank cover and accessories for locking both the hand wheel and the cover in place, substantially as shown on the amended plan.

Page three, Plans.

The original specifications as to plans shall be held to include the amended plan filed herewith.

Approved - June 11, 1941

Thos J. Costello	} County Commissioners of the County of Hampden.
Charles W. Bray	
Edward J. Stapleton	

REPORT OF ENGINEER ON AMENDED PLAN AND SPECIFICATIONS

February 12, 1941

The Hon. The board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Thomas J. Costello, Chairman.

Dear Sir:

On October 16, 1940, the County Commissioners approved plans and specifications submitted by Arthur D. Norcross for the construction of a dam on Vineca Brook in the town of Wales, at a point about three-quarters of a mile upstream from the old Peck sawmill dam, so-called. This dam is known as the Norcross No. 3 dam.

In the construction of the dam, it was thought advisable to make a change in the location and arrangement of the 18 inch diameter drain gate from that shown on the original plan.

Accordingly, this gate, instead of being located at the upstream toe of the structure and operated by a long steel stem extending up the slope of the dam, is, as shown on the amended plan, set in a concrete well built in the dam, with a short vertical stem extending vertically to a hand wheel above the water level.

Although this change is of a minor nature, and in no way affects the stability of the structure, nevertheless, in order that the County should have a record of the actual construction of the dam, an "Amended plan and specifications" for the structure have been filed by the owner.

I would recommend that the "Amended plan and specifications" be approved and filed with the original plan and specifications for this structure.

Respectfully submitted,

James L. Tighe

December Meeting 1941

SECOND INTERLOCUTORY DECREE
COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting

June 11, 1941

In the matter of the petition of Arthur D. Norcross for permission to construct a dam in accordance with plan and specifications filed for recreational and conservation purposes on Vineca Brook in the southwesterly part of the Town of Wales.

An amended plan and specifications were filed December 20, 1940 and they were thereupon referred to James L. Tighe, Engineer, selected by the County Commissioners and the said James L. Tighe having reported in writing under date of February 12, 1941 (his report being on file with the case), the Commissioners do hereby approve said amended plan and specifications in accordance with the report of said James L. Tighe, to be filed with the original plan and specifications for this structure.

Thos. J. Costello)
:County
:Commissioners
Charles W. Bray)of the County
:of Hampden
Edward J. Stapleton)

FINAL REPORT OF ENGINEER

December 18, 1941

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Thomas J. Costello, Chairman.

Dear Sir:

I recommend for your acceptance the construction of the Arthur D. Norcross dam No. 3, located on Vineca Brook in the town of Wales.

This dam has been completed in accordance with the original plan and specifications approved by the County on October 16th, 1940, as revised by the amended plan and specifications which were approved by the County on June 11th, 1941.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 24, 1941

In the matter of the petition of ARTHUR D NORCROSS for permission to construct a dam in accordance with plan and specifications filed for recreational and conservation purposes on Vineca Brook in the southwesterly part of the Town of Wales. (No. 3 Dam)

The petition, plan and specifications were filed on September 14, 1940. Said plan and specifications were referred to James L. Tighe,

Engineer, who made a report in writing, dated October 2, 1940, on file with this case, and on recommendation of said James L. Tighe, said plan and specifications were approved on October 16, 1940.

Amended plan and specifications were filed on December 20, 1940 which were referred to James L. Tighe, Engineer, who made a report in writing, dated February 12, 1941, on file with this case, on an recommendation of said James L. Tighe, said amended plan and specifications were approved June 11, 1941.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners, dated December 18, 1941, which is on file with this case, and it appearing that the original plan and specifications, approved by the County on October 16th, 1940, as revised by the amended plan and specifications which were approved by the County on June 11th, 1941, have been faithfully adhered to, it is ordered that same be accepted and recorded.

Thos. J. Costello)
) County
 Charles W. Bray) Commissioners
) of the County
 Edward J. Stapleton) of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Holland to Stafford Conn. westerly and Sturbridge, Mass. easterly and known as Sturbridge and Stafford Roads, (each are a continuation of the other) be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at easterly end of Town Hall Property, and extend in a westerly direction for a distance of 1000 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 2nd day of June 1941.

Lewis E. Howlett
 Walter F Cummings

SELECTMEN OF THE TOWN OF HOLLAND

Holland, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Sturbridge and Stafford Roads, (each are a continuation of the other), the work to begin at easterly end of Town Hall property and extend westerly for a distance of 1000 feet more or less, and for aid.

The foregoing petition was entered on the 18th day of June, 1941, and due proceedings having been had thereon, on the 9th day of January, 1942, said Commissioners file the following Relocation Report.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 7, 1942

On the petition of the Selectmen of the Town of Holland for relocation, alterations and specific repairs on Sturbridge and Stafford Roads (each are a continuation of the other), the work to begin at easterly end of Town Hall property and extend westerly for a distance of 1000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fourth day of August, A.D. 1941, hear all parties interested at the Town Hall in Holland, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon. And at the time of said hearing, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout is located on the Sturbridge Road and the Stafford Road, so called, and begins at a point on said Stafford Road about four-tenths of a mile westerly of Brimfield Road and extends thence in a general easterly direction about eight-tenths of a mile to a point on said Sturbridge Road about four-tenths of a mile easterly of said Brimfield Road.

The section of Highway hereby laid out is more fully described as follows:

The base line is that of a survey made by the engineers of the Mass. Department of Public Works in July, 1941, and begins at a point in the present roadway of the aforesaid Stafford Road shown on plan as station 21 and extends thence south $81^{\circ} 44' 55''$ east 2100 feet to a point in the intersection of the roadways of Stafford, Sturbridge, Brimfield and Mashapaug Roads shown on plan as station 0; thence continuing by the last course South $81^{\circ} 44' 55''$ east 840.81 feet; thence by a curve to the left of 900.00 feet radius 510.42 feet; thence north $65^{\circ} 45' 25''$ east 748.77 feet to a point at the end of the layout, in the present roadway of the aforesaid Sturbridge Road, shown on plan as station 21. The northerly location line begins at a point bearing north $8^{\circ} 15' 05''$ east and 29.00 feet distant from the point of beginning of the above-described base line shown on plan as station 21, and extends thence parallel to said base line and 29.00 feet distant therefrom to a point on the westerly side of Brimfield Road bearing north $42^{\circ} 42' 37''$ west and 46.04 feet distant from station 0; then beginning again at a point on the easterly side of Brimfield Road bearing north $48^{\circ} 06' 03''$ east and 39.08 feet distant from the said station 0, and extends thence parallel to the above-described base line and 30.00 feet distant there-

from to a point at the end of the layout bearing north $24^{\circ} 14' 35''$ west and 30.00 feet distant from the point of ending of the above-described base line shown on plan as station 21.

The southerly location line begins at a point bearing south $8^{\circ} 15' 05''$ west and 29.00 feet distant from the point of beginning of the above-described base line shown on plan as station 21 and extends thence parallel to said base line and 29.00 feet distant therefrom to a point bearing south $8^{\circ} 15' 05''$ west and 29.00 feet distant from station 4; thence north $8^{\circ} 15' 05''$ east 4.00 feet to a point bearing south $8^{\circ} 15' 05''$ west and 25.00 feet distant from the said station 4; thence parallel to the above-described base line and 25.00 feet distant therefrom to a point bearing south $8^{\circ} 15' 05''$ west and 25.00 feet distant from station 2+39.00; thence south $8^{\circ} 15' 05''$ west 4.00 feet to a point bearing south $8^{\circ} 15' 05''$ west and 29.00 feet distant from the said station 2+39.00; thence parallel to the above-described base line and 29.00 feet distant therefrom to a point on the westerly location line of the 1931 county layout on Mashapaug Road bearing south $48^{\circ} 21' 37''$ west and 37.92 feet distant from station 0; then beginning again at a point on the easterly location line of said 1931 county layout bearing south $42^{\circ} 50' 35''$ east and 47.77 feet distant from the said station 0, and extending thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout bearing south $24^{\circ} 14' 35''$ east and 30.00 feet distant from the point of ending of said base line shown on plan as station 21.

The layout/relocation above described is indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts

PLAN OF ROAD

In the Town of

H O L L A N D

Hampden County

Laid out by the

County Commissioners

Scale: 40 feet to the inch

Office of Mass. Department of Public Works-100 Nashua St., Boston,
Dec. 17, 1941.

The work to be done is as follows: to grade, surface with bituminous road-mix and otherside improve about 2,700 feet of roads in Holland, leading to Stafford, and being known as the Sturbridge and Stafford Roads; the work to begin at the Town Hall, station 9+00 (Sturbridge Road), and extend in a westerly direction to station 0+00-0+00 (Stafford Road), thence westerly to station 18+00.

First. The road shall be graded to a width of 20 feet in cuts and

and 22 feet on embankments; the sub-base to consist of gravel spread for a width of 20 feet and to a variable depth. This work shall be done in accordance with the applicable requirements of Section A.

- Second. A bituminous road-mix surface shall be constructed in accordance with the applicable requirements of Section B-12; said surface to be 20 feet in width and 2 inches in depth.
- Third. A drainage system, consisting of 3 drop inlets and outlets aggregating 180 feet of 12-inch reinforced concrete pipe, shall be constructed where directed and in accordance with the applicable requirements of Section C and D.
- Fourth. Waterways shall be paved where directed and in accordance with the applicable requirements of Section D.
- Fifty. Bounds shall be set where directed and in accordance with the applicable requirements of Section G.
- Sixth. The work covered by this contract shall be completed on or before December 15, 1941.

These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of this highway.

No land having been taken by this decree, no land damages are awarded, but all grade, drainage and other legal damages shall be paid by the Town of Holland.

Thos. J. Costello)
	: County
Charles W. Bray	) Commissioners
	: of the County
Edward J. Stapleton	) of Hampden

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

January 9, 1942

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun Clerk.

Agawam, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Pine St., Route #187, the work to begin at junction of South Westfield St. and extend southerly for a distance of 5500 feet more or less and for aid. Work to be done under this pet., is the

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Agawam in said County, that common convenience and necessity require that the highway leading from So. Westfield St. to Conn. State Line and known as Pine St. Route #187 be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be

necessary, the work to begin at Junction of So. Westfield St., and extend in a southerly direction for a distance of 5500 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 24th day of June 1941.

Herman A. Cordes

Giles W. Halladay

Edward W. Talmadge

SELECTMEN OF THE TOWN OF AGAWAM

The foregoing petition was entered on the 25th day of June, 1941, and due proceedings having been had thereon, on the 24th day of December, 1941, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 24, 1941

On the petition of the Selectmen of the Town of Agawam for relocation, alterations and specific repairs on Pine Street, Route #187, the work to begin at junction of South Westfield Street and extend southerly for a distance of 5500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August A.D. 1941, hear all parties interested at the junction of Pine Street, Route #187, and South Westfield Street in Agawam, and did adjudge that in connection with said specific repairs it is deemed necessary that a new bridge over Still Brook and approaches should be constructed. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners hereby adjudge and order the construction of a concrete slab bridge and approaches on Pine Street over Still Brook in the Town of Agawam, according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The construction of said bridge and approaches are to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed TWO THOUSAND DOLLARS (\$2000.) towards the construction of said bridge and approaches.

All damages sustained by any person by reason of said construction of this bridge and approaches shall be paid by the Town of Agawam.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

construction of a concrete slab bridge and approaches on Pine Street over Still Brook in Agawam. County Comms' ordered this work to be done in their decree.

December Meeting 1941

Westfield State
Sanatorium
Account

December 24, 1941

ORDERED that the am't charged County of Hampden by Commonwealth of Mass., State Sanatorium at Westfield, Mass., under contract under Chapter 111 Section 85 as amended, be charged to City of Chicopee in the amount of \$999.00, said amount to be paid to County Treasurer on or before Dec. 31, 1941, also ORDERED that County Treasurer pay to Comm. of Mass., \$999.00 plus \$666.00, a total of \$1,665.00 on the Hospital Acct.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting Dec. 24, 1941

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the City of Chicopee in the following amount:

Chicopee \$999.00

Said amount to be paid to the County Treasurer of the County of Hampden on or before December 31, 1941. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Nine Hundred and Ninety-nine Dollars (\$999.00), plus the sum of Six Hundred and Sixty-six Dollars (\$666.00), a total of Sixteen Hundred and Sixty-five Dollars on the Hospital Account.

Thos. J. Costello)
Edward J. Stapleton) County
Charles W. Bray) Commissioners
of the County
of Hampden.

Westfield State
Sanatorium
Account

December 24, 1941

ORDERED that the am't charged County of Hampden by the Commonwealth of Mass., State Sanatorium at Westfield, Mass., under contract, under G.L. Chapter 111 Section 85 as amended, be charged to City of Chicopee in the amount of \$1,251.00, said amount to be paid to County Treasurer on or before December 31, 1941, also ORDERED that County Treasurer pay to Comm of Mass., \$1,251.00 plus \$834.00, a total of \$2,085.00 on the Hospital Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 24, 1941

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the City of Chicopee in the following amount:

CHICOPEE \$1,251.00

Said amount to be paid to the County Treasurer of the County of Hampden on or before December 31, 1941. IT IS ALSO

ORDER that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Twelve Hundred and Fifty-one Dollars (\$1,251.00) plus the sum of Eight Hundred and Thirty-four Dollars (\$834.00) a total of Two Thousand and Eighty-five Dollars (\$2,085.00) on the Hospital account.

Thos. J. Costello)
Edward J. Stapleton) County
Charles W. Bray) Commissioners
of the County
of Hampden.

December 24, 1941

ORDERED, County Treasurer authorized and directed to pay \$111.14 to Town of Brimfield on acct of County's proportion of cost of work done on Brookfield Road.
Case No. 44 - 1941

Orders

ORDERED, County Treasurer authorized and directed to pay \$498.10 to City of Chicopee on account of County's proportion of cost of work done on North Chicopee Street.
Case No. 41 - 1940

ORDERED, County Treasurer authorized and directed to pay \$336.41 to Town of Longmeadow on acct of County's proportion of cost of work done on Shaker Road.
Case No. 40 - 1941

ORDERED, that John J. Murphy, County Treasurer, be authrozed and he is hereby directed to pay \$37.50 to Town of Hampden on acct of County's proportion of cost of work done on South Monson Road.
Case No. 31 - 1941

ORDERED, County Treasurer authorized and directed to pay \$78.20 to Town of Hampden on acct of County's proportion of cost of work done on South Monson Road Bridge.
Case No. 31 - 1941

ORDERED, County Treasurer authorized and directed to pay \$252.88 to Town of Tolland on acct of County's proportion of cost of work done on New Boston Raod.
Case No. 64- 1941

December 31, 1941

ORDERED, that the sum of \$672.90 which is balance of County's proportion of cost of work done on Blandford and Russell Stage Road be paid from County Treasury to Town of Blandford.
Case No. 46 - 1941

ORDERED, that the sum of \$449.00 which is balance of County's proportion of cost of work done on East River Road be paid from County Treasury to Town of Chester.
Case No. 49- 1941

ORDERED, County Treasurer authorized and directed tp pay \$472.89 to Town of Longmeadow on account of County's proportion of cost of work done on Shaker Road.
Case No. 40 - 1941

December Meeting 1941

Orders

Lakeville State
Sanatorium
Account

December 31, 1941

ORDERED that the sum of \$1,274.25 which is balance of County's proportion of cost of work done on Main Road be paid from County Treasury to Town of Montgomery. Case No. 42 - 1941

ORDERED that the amount charged County of Hampden by Commonwealth of Mass., Lakeville State Sanatorium at Middleboro, Mass., under provisions of G.L. Chapter 111 Section 85 as amended, be charged to Town of West Springfield, in the Hospital District in the amount of \$46.50, said amount to be paid to County Treasurer on or before Jan. 7, 1942, also ORDERED that County Treasurer pay to Commonwealth of Mass., \$46.50 plus \$31.00, a total of \$77.50 on the Hospital account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 31, 1941.

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, Lakeville State Sanatorium at Middleboro, Massachusetts under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Town of West Springfield in the Hospital District in the following amount:

WEST SPRINGFIELD \$46.50

Said amount to be paid to the County Treasurer of the County of Hampden on or before January 7, 1942. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Forty-six Dollars and fifty Cents (\$46.50) plus the sum of Thirty-one Dollars (\$31.00), a total of Seventy-seven Dollars and Fifty Cents (\$77.50) on the Hospital account.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Rutland State
Sanatorium
Account

ORDERED that the amount charged County of Hampden by Commonwealth of Mass., State Sanatorium at Rutland, Mass., under contract, under G.L. Chapter 111 Section 85 as amended, be charged to the Cities and Towns in the Hospital District in the total amount of \$828.00, said amounts to be paid to the County Treasurer on or before Jan. 7, 1942, also ORDERED THAT County Treasurer pay to commonwealth of Mass., the sum of \$828.00 plus \$552.00, a total of \$1,380.00 on the Hospital Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 31, 1941

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, section 85 as amended by the Acts of 1936, Chapter 145, and by an agreement dated October 1, 1937 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis

Hospital District, as amended under the date of October 9, 1939, be and the same is hereby charged to the Cities and Towns in the Hospital District in the following amounts:

Chester	\$138.00
Chicopee	138.00
Holyoke	<u>552.00</u>
	\$828.00

Said amount to be paid to the County Treasurer of the County of Hampden on or before January 7, 1942. It is ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Eight Hundred and Twenty-Eight Dollars (\$828.00) plus the sum of Five Hundred and Fifty Two Dollars (\$552.00), a total of One Thousand Three Hundred and Eighty Dollars (\$1,380.00) on the Hospital Account.

Thos. J. Costello)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden

December 31, 1941

ORDERED that the amount charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at Westfield, under contract, under B.L. Chapter 111, Section 85 as amended, be charged to the City of Westfield in the amount of \$570.00, said amount to be paid to County Treasurer on or before January 7, 1942, also ORDERED that County Treasurer pay to Commonwealth of Mass., \$570.00 plus \$380.00, a total of \$950.00 on the Hospital account.

Westfield State
 Sanatorium
 Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 31, 1941.

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the City of Westfield in the following amount:

WESTFIELD	\$570.00
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Said amount to be paid to the County Treasurer of the County of Hampden on or before January 7, 1942. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Five Hundred and Seventy Dollars (\$570.00) plus the sum of Three Hundred and Eighty Dollars (\$380.00) a total of Nine Hundred and Fifty Dollars (\$950.00) on the Hospital account.

Thos. J. Costello)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden.

December Meeting 1941

Vote for re-adjustment of all County Salaries

December 31, 1941

VOTE for re-adjustment of all County salaries during the emergency and to respectfully suggest that the Governor recommend appropriate action by the Legislature to bring this matter about.

Thomas J. Costello chosen chairman, for ensuing year.

January 7, 1942

Thomas J. Costello, Esquire, of Springfield chosen by ballot, Chairman, for ensuing year.

Voted to appoint Troy T. Murrery Counsel.

VOTED to appoint Troy T. Murray, Esquire, of Springfield, Hampden County, Mass., as Counsel for the Hampden County Commissioners, for the year 1942, and he is hereby appointed.

Acceptance of Ch 90 highway work in the Town of Holland.

Acceptance of Chapter 90 highway work (Maint.) in the Town of Holland with explanation of final payment. Case No. 53 - 1941

Voted to appoint Mr. Horace Farrand of Holyoke, Dog Officer.

VOTED to appoint Mr. Horace Farrand of Holyoke, Hampden County, Massachusetts, as Dog Officer for the County of Hampden for the year 1942, and he is hereby appointed.

Westfield State Sanatorium Account

ORDERED that the amount charged County of Hampden by Commonwealth of Mass., State Sanatorium at Westfield, Mass., under contract, under G.L. Chapter 111 Section 85 as amended, be charged to Town of Monson in the amount of \$46.50, to be paid on or before January 10, 1942, also ORDERED that County Treasurer pay to Commonwealth of Mass., \$46.50 plus \$31.00, a total of \$77.50 on the Hospital Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 7, 1942.

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provision of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Town of Monson in the following amount:

MONSON \$46.50

Said amount to be paid to the County Treasurer of the County of Hampden on or before January 7, 1942. IT IS also ordered that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Forty-six Dollars and Fifty Cents (\$46.50) plus the sum of Thirty-one Dollars (\$31.00), a total of Seventy-seven Dollars and Fifty Cents (\$77.50) on the Hospital account.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

ORDERED that the amount charged County of Hampden by Commonwealth of Mass., State Sanatorium at Westfield, Mass., under contract, under G.L. Chapter 111 Section 85 as amended, be charged to Town of West Springfield in the amount of \$186.00, to be paid on or before January 10, 1942, also

January 7, 1942

ORDERED that County Treasurer pay to Commonwealth of Mass., \$186.00 plus \$124.00, a total of \$310.00 on the Hospital account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting January 7, 1942

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Town of West Springfield in the following amount:

WEST SPRINGFIELD

\$186.00

Said amount to be paid to the County Treasurer of the County of Hampden on or before January 10, 1942. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of One Hundred and Eighty-six Dollars (\$186.00) plus the sum of One Hundred and Twenty-four Dollars (\$124.00), a total of Three Hundred and Ten Dollars (\$310.00) on the Hospital Account.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

ORDERED, County treasurer authorized and directed to pay \$307.45 to Town of Agawam on account of County's proportion of cost of work done on Pine Street. Case No. 58 - 1941

Orders

ORDERED, County Treasurer authorized and directed to pay \$95.84 to Town of Agawam on acct of County's proportion of cost of work done on Pine Street. Case No. 58 - 1941

ORDERED, County Treasurer authorized and directed to pay \$356.29 to Town of Agawam on account of County's proportion of cost of work done on Pine Street. Case No. 58 - 1941

ORDERED, County Treasurer authorized and directed to pay \$40.59 to City of Chicopee on acct of County's proportion of cost of work done on North Chicopee Street. Case No. 41 - 1940

ORDERED, County Treasurer authorized and directed to pay \$264.84 to the Town of Hampden on account of County's proportion of cost of work done on South Monson Road. Case No. 31 - 1941

ORDERED, County Treasurer authorized and directed to pay \$545.01 to Town of Holland on account of County's proportion of cost of work done on Sturbridge and Stafford Roads. Case No. 52 - 1941

December Meeting 1941

Orders

January 7, 1942

ORDERED, County Treasurer authorized and directed to pay \$447.04 to City of Springfield on account of County's proportion of cost of work done on Columbus Avenue.
Case No. 71 - 1941

Order to Arrest

GORDON GARRAND - order to arrest holder of parole, (Training School).

Order to Arrest

ORDER TO ARREST - Maurice R. Devine of Springfield holder of a release on parole.

Order to Transfer

ORDER TO TRANSFER (5)

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

Springfield, January 7, 1942

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Salaries and Expenses of District Courts in said County, said County Commissioners hereby authorize the County Treasurer to transfer from any monies in the Treasury the sum of One Thousand One Hundred Fourteen Dollars and Sixty-Six Cents (\$1,114.66) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello	} County Commissioners
Charles W. Bray	
Edward J. Stapleton	

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 7, 1942

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Civil Expenses in Superior and Supreme Judicial Courts in said County, said County Commissioners hereby authorize the County Treasurer to transfer from any monies in the Treasury the sum of Four Thousand One Hundred Eighteen Dollars and Thirty-four Cents (\$4,118.34) in additon to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello	} County Commissioners
Charles W. Bray	
Edward J. Stapleton	

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 7, 1942

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount

December Meeting 1941

authorized by law for Criminal costs in Superior Court in said County, said County Commissioners hereby authorize the County Treasurer to transfer from any monies in the Treasury the sum of One Thousand Two Hundred and Fifty-Six Dollars and Forty-Nine Cents (\$1,256.49) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello	} County Commissioners
Charles W. Bray	
Edward J. Stapleton	

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield,

January 7, 1942

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Training School Salaries and Expenses in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of One Thousand Two Hundred and Five Dollars and Sixty-seven Cents (\$1,205.67) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello	} County Commissioners.
Charles W. Bray	
Edward J. Stapleton	

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield,

January 7, 1942

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Miscellaneous Expenses in said County, said County Commissioners hereby authorized the County Treasurer to transfer from the Reserve Fund the sum of One Hundred and Seventy-five Dollars and no Cents (\$175.00) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello	} County Commissioners.
Charles W. Bray	
Edward J. Stapleton	

January 7, 1942

County Commissioners' order dated Dec. 6, 1939 in the amount of \$438.51 was the final payment for work done on bridge and approaches over Westfield or Great River, in Westfield.
Case No. 54 - 1938

Order

December Meeting 1941

<u>Order to Arrest</u>	January 14, 1942	ORDER to arrest holder of Parole, Harold Tucker. (Training School)
<u>Released from Training School on Parole.</u>		Harold Burgess - released from Hampden County Training School on parole. (He is to be released on January 23, 1942.) (Action by County Commissioners on Jan. 14th)
<u>Apportionment of Tuberculosis Hospital District Tax.</u>	January 21, 1942	APPORTIONMENT of Hampden County Tuberculosis Hospital District Tax for the year 1942. (see page 93A)
<u>Ordered County Treasurer to borrow.</u>		ORDERED, County Treasurer authorized and directed to borrow \$500,000.00 under B.L. Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.
<u>Released from Training School on Parole.</u>		Albert LeCompte, released from Hampden County Training School on parole.
<u>Voted to rescind vote and order to parole Harold Burgess.</u>		VOTED to rescind vote and order to parole Harold Burgess from the Hampden County Training School.
<u>Orders</u>		ORDERED, County Treasurer authorized and directed to pay \$439.07 to Town of Brimfield on account of County's proportion of cost of work done on Brookfield Road. Case No. 44 - 1941
		ORDERED, County Treasurer authorized and directed to pay \$721.94 to City of Holyoke on account of County's proportion of cost of work done on Northampton Street. Case No. 67 - 1941
	January 28, 1942	ORDERED, County Treasurer authorized and directed to pay to County of Hampshire for County of Hampden's Share of the expense of maintenance of Mt. Tom Reservation the sum of \$12,512.14 divided into six payments.
	February 4, 1942	ORDERED, County Treasurer authorized and directed to pay \$464.13 to Town of Agawam on account of County's proportion of cost of work done on Pine Sreet Bridge. Case No. 58 - 1941
		ORDERED, that the sum of \$316.03 which is balance of County's proportion of cost of work done on North Main St., Bridge St., Thronlike St., Park St., Red Bridge Rd., and others, be paid from County Treasury to Town of Palmer. Case No. 65 - 1941
		ORDERED, that the sum of \$980.48 which is balance of County's proportion of cost of work done on Palmer-Bondsville Road, be paid from County Treasury to Town of Palmer. Case No. 62 - 1941
<u>Released from Training School On Parole.</u>	February 11, 1942	DONALD WARNER, released from Hampden County Training School on parole, on February 13, 1942. Action by County Commissioners on February 11, 1942.
<u>Statement of the Retirement System.</u>	February 18, 1942	Statement of the County of Hampden Retirement System for the year 1941.

73 December Meeting 1941

February 25, 1942

ORDER to arrest Michael Brassil of Holyoke, holder of a release on parole.

Order to Arrest

ANNUAL REPORT

Annual ReportAPPORTIONMENT of County Tax for the Year 1942.
(See page 93A)Apportionment of County Tax.

ORDER to arrest Dennis T. McKenna of Springfield, holder of a release on parole.

Order to Arrest

March 4, 1942

ORDER to arrest Leo E. Rheume of Springfield, holder of a release on parole.

Order to Arrest

March 11, 1942

ORDERED, that the amount charged County of Hampden by Comm. of Mass., State Sanatorium at Westfield, under contract, be charged to certain Cities and Towns in Hospital District in the total amount of \$7,117.50; to be paid to County Treasurer on or before March 31, 1942; also ORDERED that County Treasurer pay to Comm of Mass., \$7,117.50 plus \$4,745.00, a total of \$11,862.50.

Westfield State Sanatorium Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting March 11, 1942.

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Chicopee	\$1,717.50
Holyoke	2,683.50
Ludlow	307.50
Monson	88.50
Palmer	709.50
Southwick	135.00
Westfield	934.50
West Springfield	354.00
Wilbraham	187.50
	<u>\$7,117.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before March 31, 1942. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Seven Thousand One Hundred and Seventeen Dollars and Fifty Cents (\$7,117.50) plus the sum of Four Thousand Seven Hundred and Forty-five Dollars (\$4,745.00), a total of Eleven Thousand Eight Hundred Sixty-two Dollars and Fifty Cents (\$11,862.50).

Thos. J. Costello)
Charles W. Bray) County
Commissioners
of the County
of Hampden.

December Meeting 1941		
<u>Voted to award Notes</u>	March 18, 1942	VOTED, to award County of Hampden Notes #737-750 inclusive, dated March 19, 1942, due November 9, 1942, for \$250,000.00 to THIRD NATIONAL BANK AND TRUST COMPANY of Springfield, Mass., at .339% discount.
<u>Orders</u>		ORDERED, County Treasurer authorized and directed to pay \$246.99 to Town of Agawam on account of County's proportion of cost of work done on Pine St. Bridge. Case No. 58 - 1941
		ORDERED, County Treasurer authorized and directed to pay \$2,671.90 to City of Holyoke on account of County's proportion of cost of work done on Northampton St. Case No. 67 - 1941
		ORDERED that the sum of \$586.54 which is balance of County's proportion of cost of work done on Columbus Avenue be paid from County Treasury to City of Springfield. Case No. 71 - 1941
		ORDERED that the sum of \$463.73 which is balance of County's proportion of cost of work done on Park Street be paid from County Treasury to Town of West Springfield. Case No. 32 - 1941
<u>Ordered County Treasurer to Borrow.</u>	March 25, 1942	ORDERED, County Treasurer authorized and directed to borrow \$35,000.00 under G.L. (Ter. Ed.) Chapter 111, Section 85 and Section 79 of Chapter 111 as amended by Acts of 1936 Chapter 343 - Hampden Tubercular Patients' Maintenance.
<u>Voted to appoint Mr. George H. Harris Trustee.</u>		VOTED, to appoint Mr. George H. Harris of Russell Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1942 to April 1, 1945.
<u>Voted to re-appoint Mr. Edward J. Ruxton Trustee.</u>		VOTED, to re-appoint Mr. Edward J. Ruxton of Springfield, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1942 to April 1, 1945.
<u>Voted to re-appoint Mr. Harry C. Lane Trustee.</u>		VOTED, to re-appoint Mr. Harry C. Lane of Westfield, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1942 to April 1, 1945.
<u>Order to Arrest</u>		ORDER to arrest James F. Moran of Springfield, holder of a release on parole.
<u>Order to Arrest</u>		JOHN JOSEPH FELLION, order to arrest holder of parole. (Training School)
<u>Order to Arrest</u>	March 27, 1942	ORDER to arrest Everett E. Thresher of Palmer, holder of a release on parole.
<u>Order to Arrest</u>		ORDER to arrest Michael W. Denucci of Springfield, holder of a release on parole.
<u>Released from Training School.</u>	April 1, 1942	Walter Majgier, released from Hampden County Training school on parole.
<u>Order to Arrest</u>		ORDER to arrest holder of parole ANTONIO DILOPA. (Training School)

Tuberculosis Hospital Assessment for the
Year 1942

T. B. Hospital
Assessment for
Year 1942

Agawam	\$1,133.53
Blandford	107.23
Brimfield	103.20
Chester	176.16
Chicopee	5,062.60
East Longmeadow	543.79
Granville	222.11
Hampden	130.20
Holland	30.64
Holyoke	9,749.92
Longmeadow	1,937.73
Ludlow	995.67
Monson	428.90
Montgomery	38.30
Palmer	972.70
Russell	398.27
Southwick	260.41
Tolland	45.95
Wales	45.95
West Springfield	3,094.24
Westfield	2,642.36
Wilbraham	398.27
	<u>\$28,545.13</u>

APPORTIONMENT of COUNTY TAX - Year 1942

Apportionment of
County Tax 1942

TO THE COUNTY COMMISSIONERS OF HAMPDEN COUNTY:

I hereby certify that the sum of the county tax of Hampden County for the year nineteen hundred and forty-two is \$675,284.00. This sum has been computed by me as required by Chapter 528 of the Acts of 1941 in the following manner:

Expenditures for 1942, authorized by Chapter 528,	
Acts of 1941, as amended by Chapters 3 and 15,	
Acts of 1942	\$843,061.00

Net unappropriated cash balance in the treasury as of January 1, 1942	\$60,237.51
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Estimated receipts for 1942	<u>107,539.49</u>
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Net unappropriated cash balance and estimated receipts	167,777.00
	<u>\$675,284.00</u>

The over and underpayments of county taxes of 1941 are adjusted per annexed schedule.

Certified this 16th day of February
in the year nineteen hundred and forty-two.

Theodore N. Waddell
Director of Accounts

1942 COUNTY TAX
APPORTIONMENT

1942 County Tax Apportionment
CHAPTER 633, ACTS OF 1941

HAMPDEN COUNTY

	<u>1942 Apportion- ment</u>	<u>1941 County Tax</u>		<u>Tax to be</u>
		<u>Under- Payment</u>	<u>Over- Payment</u>	<u>Assessed in 1942</u>
Agawam	\$12,839.42			\$12,839.42
Blandford	1,214.54			1,214.54
Brimfield	1,474.80		\$103.08	1,371.72
Chester	1,995.31			1,995.31
Chicopee	57,343.62			57,343.62
East Longmeadow	6,159.45			6,159.45
Granville	2,515.83			2,515.83
Hampden	1,474.80			1,474.80
Holland	347.01		103.07	243.94
Holyoke	110,436.35			110,436.35
Longmeadow	21,948.46			21,948.46
Ludlow	11,277.87			11,277.87
Monson	4,858.16			4,858.16
Montgomery	433.76			433.76
Palmer	11,017.61			11,017.61
Russell	4,511.15			4,511.15
Southwick	2,949.61		515.38	2,434.23
Springfield	351,956.21	\$721.53		352,677.74
Tolland	520.52			520.52
Wales	520.52			520.52
West Springfield	35,048.14			35,048.14
Westfield	29,929.72			29,929.72
Wilbraham	4,511.15			4,511.15
	<u>\$675,284.00</u>	<u>\$721.53</u>	<u>\$721.53</u>	<u>\$675,284.00</u>

County tax established by virtue of Chapter 528 of the Acts of 1941.
The basis for the apportionment and assessment established by
authority of Chapter 633 of the Acts of 1941.

December Meeting 1941

April 1, 1942	VOTED that the action of the County Commissioners on March 27, 1942 revoking the parole of Everett E. Thresher, be rescinded and that the said Everett E. Thresher be released on parole under the same terms and conditions that were made on the 27th day of August 1941 by said Commissioners.	<u>Everett E. Thresher be released on parole.</u>
April 4, 1942	Vote passed March 9, 1942 by the Town of Russell to close that end of the road known as Pine Hill Road at a point near the Blandford Town Line.	<u>Vote passed to close Pine Hill Road.</u>
April 8, 1942	John Joseph Fellion, released from Hampden County Training School on Parole.	<u>Released from Training school on Parole.</u>

ORDERED, that the amount charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at Rutland, under contract, be charged to certain cities and town in Hospital District in the total amount of \$810.00 - to be paid to County Treasurer on or before April 30, 1942; also ORDERED that County Treasurer pay to Commonwealth of Massachusetts \$810.00 plus \$540.00, a total of \$1,350.00 on the Hospital Account.

Rutland State
Sanatorium
Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting April 8, 1942

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by a contract dated October 1, 1940 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under the date of October 9, 1939, be and the same is hereby charged to the Cities and Towns in the Hospital District in the following amounts:

Chester	\$135.00
Chicopee	135.00
Holyoke	<u>540.00</u>
	\$810.00

Said amount to be paid to the County Treasurer of the County of Hampden on or before April 30, 1942. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Eight Hundred and Ten Dollars (\$810.00), plus the sum of Five Hundred and Forty Dollars (\$540.00), a total of One Thousand Three Hundred and Fifty Dollars (\$1,350.00) on the Hospital account.

Thomas J. Costello)
Charles W. Bray	) County
Edward J. Stapleton	) Commissioners
	) of the County
	) of Hampden.

December Meeting 1941

Michael W. Denucci
released on parole
under terms made on
December 3, 1941.

Voted to award County
of Hampden Tubercular
Patients' Maintenance
Notes.

Damages Done by Dogs

Land Damages

Sundry accounts

April 8, 1942

VOTED that the action of the County Commissioners on March 27, 1942 revoking the parole of Michael W. Denucci, be rescinded and that the said Michael W. Denucci be released on parole under the same terms and conditions that were made on the 3rd day of December 1941 by said Commissioners.

VOTED to award County of Hampden Tubercular Patients' Maintenance Notes #16-20 inclusive date April 8, 1942, due April 1, 1943, for \$35,000.00 to First Boston Corp. of Boston, Mass., at .347% discount.

Signature and Award Certificate - \$35,000.00
Tubercular Patients' Maintenance Notes - awarded to
First Boston Corp. Boston, Mass., at .347% discount.

County of Hampden Tubercular Patients' Maintenance
Note.

Sundry accounts being presented, are allowed, and the same amounting
to the sum of

April 8, 1942

Hampden, ss:

Judgment is entered up according to reports etc., and
all matters not acted upon are ordered to be continued and this meeting
adjourned without day.

Attest:-

Charles M. Calhoun
CLERK.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the second Tuesday of April, being the fourteenth day of said month and from time to time to the seventeenth day of June, in the year of our Lord One thousand nine hundred and forty-two.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Edward J. Stapleton, Esquire	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen and Road Commissioners of the Town of Monson in said County, that common convenience and necessity require that the highway leading from WILBRAHAM TO MONSON and known as WILBRAHAM ROAD be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at MONSON-WILBRAHAM LINE and extend in an EASTERLY direction for a distance of 2500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation, and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 21st day of May 1941

Alfred W. Borgeson

Gildo J. Uliana

Edward J. Dunn

Howard L. Carew

George McConchie

Frank Carter

BOARD OF ROAD COMMISSIONERS
OF THE TOWN OF MONSONSELECTMEN OF THE TOWN OF
MONSON

The foregoing petition was entered on the 22nd day of May, 1941, and due proceedings having been had thereon, on the 20th day of May, 1942, said Commissioners file the following Relocation Report:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting

May 20, 1942

On the petition of the Selectmen and Road Commissioners of the Town of Monson for relocation, alterations and specific repairs on Wilbraham Road, the work to begin at Monson-Wilbraham line and extend easterly for a distance of 2500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the

Monson, Selectmen and Road Commissioners of the Town of, Petrs. for relocation, alterations and specific repairs on Wilbraham Road, the work to begin at Monson-Wilbraham line and extend easterly for a distance of 2500 feet more or less, and for aid.

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Plans

said County Commissioners did, on the fourth day of August, A.D. 1941, hear all parties interested at the Town Hall in Monson, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon. And at the time of said hearing, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

M O N S O N
1941 County Layout

The layout is located on the Wilbraham Road, so called, and being at the dividing line between the towns of Monson and Wilbraham, as approximately located, and extends thence in a southeasterly direction about three-fourths of a mile to the southeasterly boundary of land of Frank Chipman.

The section of highway hereby laid out is more fully described as follows:

The base line is that of a survey made by the engineers of the Mass. Dept. of Public Works in April, 1941, and begins at a point in the present roadway on the Monson-Wilbraham town line (as approximately located), said point of beginning being shown on plan as station 0, and extends thence southeasterly by a curve to the left of 700.00 feet radius 302.09 feet; thence south 70° 13' 35" east 630.64 feet; thence by a curve to the left of 5000.00 feet radius 367.00 feet; thence south 74° 25' 55" east 1176.91 feet; thence by a curve to the right of 2500.00 feet radius 427.24 feet; thence south 64° 38' 25" east 425.32 feet; thence by a curve to the left of 10,000.00 feet radius 425.91 feet; thence south 67° 04' 50" east 364.89 feet to a point at the end of the layout, in the present roadway opposite the aforesaid southeasterly boundary of the Chipman property, said point of ending being shown on plan as station 41+20.

The northeasterly location line begins at a point on the aforesaid Monson-Wilbraham town line bearing north 38° 57' 00" east and 30.14 feet distant from the point of beginning of the above-described base line shown on plan as station 0, and extends thence south 45° 30' 00" east 2.91 feet to a point bearing north 44° 30' 00" east and 30.00 feet distant from the said station 0; thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the layout bearing north 17° 55' 10" east and 30.11 feet distant from the point of ending of the aforesaid base line shown on plan as station 41+20.

The southwesterly location line begins at a point on the aforesaid Monson-Wilbraham town line bearing south 38° 57' 00" west and 30.14 feet distant from the point of beginning of the above-described base line shown on plan as station 0, and extends thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the layout bearing south 17° 55' 10" west and 20.11 feet distant

from the point of ending of said base line shown on plan as station 41+20.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Monson in said County.

M O N S O N

1941 County Layout

Description of Land Takings

Note:- The stations hereinafter mentioned are points on the base line of location of the 1941 county layout on Wilbraham Road.

Parcel No. 1. A parcel of land supposed to be owned by C. J. SMITH, JR., located on the northeasterly side of Wilbraham Road, so called, between stations 0 and 1+37 $\frac{1}{2}$, bounded as follows: northeasterly by remaining land of said Smith about 122 feet; easterly by land now or formerly of Paul Francis about 28 feet; southwesterly by Wilbraham Road about 137 feet; and northwesterly by land of said Smith in the town of Wilbraham about 12 feet; containing about 2100 square feet.

Parcel No. 2. A parcel of land supposed to be owned by JOHN MCAULEY, located on the southwesterly side of Wilbraham Road, so called, between stations 0+02 $\frac{1}{2}$, bounded as follows: southwesterly by remaining land of said McAuley about 90 feet; northwesterly by land of said McAuley in the town of Wilbraham about 3 feet; and northeasterly by the Wilbraham Road about 90 feet; containing about 260 square feet.

Parcel No. 3. A parcel of land supposed to be owned by PAUL FRANCIS, located on the northeasterly side of Wilbraham Road, so called, between stations 1+25 $\frac{1}{2}$ and 12+40 $\frac{1}{2}$, bounded as follows: northeasterly by remaining land of said Francis about 1108 feet; southerly and southwesterly by Wilbraham Road about 1104 feet; and westerly by land now or formerly of C. J. Smith, Jr., about 28 feet; containing about 13,400 square feet.

Parcel No. 4. A parcel of land supposed to be owned by PAUL FRANCIS, located on the northerly side of Wilbraham Road, so called, between stations 12+96 $\frac{1}{2}$, bounded as follows: northerly by remaining land of said Francis about 897 feet; southeasterly by land now or formerly of Frank Chipman about 3 feet; and southerly and westerly by Wilbraham Road about 904 feet; containing about 8,500 square feet.

Parcel No. 5. A parcel of land supposed to be owned by ENDA ST. JEAN, located on the southerly side of Wilbraham Road, so called, between stations 18+04 $\frac{1}{2}$, bounded as follows: southerly by remaining land of said St. Jean about 216 feet; westerly by Waid Road about 1 foot; northerly by Wilbraham Road about 216 feet; and easterly by land now or formerly of Dwight Eddy (heirs and devisees) about 4 feet; containing about 540 square feet.

April Meeting 1942

Parcel No. 6. A parcel of land supposed to be owned by DWIGHT EDDY (Heirs and Devisees), located on the southerly side of Wilbraham Road, so called, between stations 20+21₊ and 24+77₊, bounded as follows: southerly by remaining land of said Eddy heirs and devisees about 456 feet; westerly by land now or formerly of Edna St. Jean about 4 feet; and northerly by Wilbraham Road about 456 feet; containing about 2,250 square feet.

Parcel No. 7. A parcel of land supposed to be owned by FRANK CHIPMAN, located on the northeasterly side of Wilbraham Road, so called, between stations 21+92₊ and 33+80₊, bounded as follows: northerly and northeasterly by remaining land of said Chipman about 1191 feet; southwesterly and southerly by Wilbraham Road about 1190 feet; and northwesterly by land now or formerly of Paul Francis about 3 feet; containing about 10,600 square feet.

Parcel No. 8. A parcel of land supposed to be owned by DWIGHT EDDY (Heirs and Devisees), located on the southwesterly side of Wilbraham Road, so called, between stations 27+48₊ and 21+03₊, bounded as follows: southwesterly by remaining land of said Eddy heirs and devisees about 352 feet; northeasterly by Wilbraham Road about 354 feet; and southeasterly by land now or formerly of Frank Chipman about 4 feet; containing about 850 square feet.

Parcel No. 9. A parcel of land supposed to be owned by FRANK CHIPMAN, located on the southwesterly side of Wilbraham Road, so called, between stations 31+02₊ and 41+20₊, bounded as follows: southwesterly by remaining land of said Chipman about 1033 feet; northwesterly by land now or formerly of Dwight Eddy (heirs and devisees) about 4 feet; northeasterly by Wilbraham Road about 1021 feet; and southeasterly by land now or formerly of Gerald Hope about 6 feet; containing about 9200 square feet.

Parcel No. 10. A parcel of land supposed to be owned by FRANK CHIPMAN, located on the northeasterly side of Wilbraham Road, so called, between stations 39+00₊ and 41+18₊, bounded as follows: northeasterly and southeasterly by remaining land of said Chipman about 223 feet; and southwesterly by Wilbraham Road about 219 feet; containing about 550 square feet.

The layout/relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts

PLAN OF ROAD

in the Town of

M O N S O N

HAMPDEN COUNTY

Laid out by the

COUNTY COMMISSIONERS

Scale: 40 feet to the inch

Office of Mass. Department of Public Works - 100 Nashua St., Boston,
Dec. 17, 1941.

AND the owners of the land over which said highway is thus laid out/
relocated are allowed until the 20th day of June next, to remove there-
from their buildings, wood, timber or trees. The Commissioners having
heard the proprietors of said lands by themselves, or their agents, so
far as they have expressed the desire to be heard on the subject of
damages, by them sustained by reason of laying out/relocating said
highway, have estimated the same as follows, to wit:

TO:-

Parcel No. 1 - C. J. Smith, Jr.,	\$1.00
Parcel No. 2 - John McAuley	1.00
Parcel No. 3 - Paul Francis.	1.00
Parcel No. 4 - Paul Francis.	1.00
Parcel No. 5 - Edna St. Jean.	1.00
Parcel No. 6 - Dwight Eddy (Heirs and Devisees).	1.00
Parcel No. 7 - Frank Chipman	1.00
Parcel No. 8 - Dwight Eddy (Heirs and Devisees)	1.00
Parcel No. 9 - Frank Chipman	1.00
Parcel No. 10 - Frank Chipman	1.00

The work to be done is as follows: to grade, surface with bituminous
road-mix and otherwise improve about 2,800+ feet of road in Monson,
leading to Wilbraham, and being known as the Wilbraham Road; the work
to begin at the Wilbraham line, station 0, and extend in an easterly
direction to station 28+0+; these repairs to be made according to
specifications set forth in agreement of the Department of Public Works-
Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the
County Commissioners and the County of Hampden shall pay to the Town
of Monson a sum not to exceed TWO THOUSAND DOLLARS (\$2,00.) towards the
repairing of this highway.

All land, grade, drainage and other legal damages shall be paid
by the Town of Monson.

Thos. J. Costello)
Edward J. Stapleton	) County
Charles W. Bray	) Commissioners
	) of the County
	) of Hampden

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

May 20, 1942

The foregoing report is filed and accepted, and thereupon
it is ordered that the same be recorded; and the said road may be known
as a public highway forever.

Attest: Charles M. Calhoun Clerk.

April Meeting 1942

Agawam, Selectmen of the Town of, Petrs. for specific repairs on Route 57, Springfield Street, the work to begin at Agawam Bridge and extend westerly for a distance of 25000 ft. more or less, and for aid. Work to be done on Southwick Street undersary, the work to begin at Agawam Bridge and extend westerly for a distance of 25000 feet more or less. between County Commrs. and State after their conference in Boston in Dec. 17, 1941.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of AGAWAM in said County, that common convenience and necessity require that the highway leading from West Springfield to Southwick line, and known as Route 57 = Springfield St. be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Agawam Bridge and extend in a Westerly direction for a distance of 25000 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 24th day of June 1941

Herman A. Cordes

Giles W. Halladay

Edward W. Talmadge

SELECTMEN OF THE TOWN OF AGAWAM

The foregoing petition was entered on the 25th day of June, 1941, and due proceedings having been had thereon, on the 20th day of May, 1942, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting

May 20, 1942

On the petition of the Selectmen of the Town of Agawam for specific repairs on Route 57, Springfield Street, the work to begin at Agawam Bridge and extend westerly for a distance of 25000 feet more or less, and for aid. (Work is to be done on Southwick Street under this petition as agreed between County Commissioners and State after conference in Boston on December 17, 1941).

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of August A.D. 1941, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made as follows: to grade, surface with Class I bituminous concrete and otherwise improve about 1,153 feet of road in Agawam leading from Southwick, and being known as Southwick Street; the work to begin at the Southwick line, station 0-03.60, and extend in an easterly direction to a point about 40 feet east of the junction of Woods Road, station 11+50; in accordance with specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Agawam.

Thos. J. Costello)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Tolland in said County, that common convenience and necessity require that the highway leading from Colbrook River to Tolland Center and known as Colbrook River Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at State line which also is Colbrook Town Line and extend in a northerly direction for a distance of 2500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 24th day of June 1941.

Louis F. Dutton
 Rupert E. Clark
 Alexander Brunk

SELECTMEN OF THE TOWN OF TOLLAND

The foregoing petition was entered on the 2nd day of July, 1941, and due proceedings having been had thereon, on the 17th day of June, 1942, said Commissioners file the following Relocation Report:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 17, 1942

On the petition of the Selectmen of the Town of Tolland for relocation, alterations and specific repairs on Colebrook River Road, the work to begin at State line which also is Colebrook Town line and extend northerly for a distance of 2500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fourteenth day of August A.D. 1941, hear all parties interested at the Town Hall in Tolland, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon. And at the time of said hearing, no person interested having objected, after

Tolland, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Colbrook River Road, the work to begin at State line which also is Colbrook Town line and extend northerly for a distance of 2500 feet more or less, and for aid.

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Plans

April Meeting 1942

adjudicating as aforesaid, said Commissioners now relocated, alter and order specific repairs made in the manner following:

The layout/relocation is located on the Colebrook River Road so-called, and begins at the dividing line between the Towns of Tolland, Mass., and Colebrook, Conn., as approximately located and extends thence in a northeasterly direction about 2900 feet.

The section of highway hereby laid out/relocated is more fully described as follows:

The center line is that of a survey made by Richard P. Boyle, Engineer, Westfield, Mass., January 1942 and begins at a point in the present roadway on the Tolland-Colebrook town line (as approximately located), said point of beginning being shown on plan as station 0, and extends thence N. 15° 32' 40" W. 43.33 feet; thence by a curve to the right of 571.38 feet radius 725.65 feet; thence N. 57° 13' 20" E. 185.00 feet; thence by a curve to the left of 606.76 radius 295.99 feet; thence N. 29° 16' 20" E. 280.00 feet; thence by curve to the right of 800.00 feet radius 620.25 feet; thence N. 73° 41' 40" E. 756.72 feet to a point in the present roadway at the end of the layout.

The northeasterly location line begins at a point on the aforesaid Tolland-Colebrook town line bearing N. 77° 54' 40" W. and 37.25 feet distant from the point of beginning of the above described center line shown on plan as station 0, and extends thence parallel to said center line and 33.00 feet distant therefrom to a point at the end of the layout bearing N. 16° 18' 20" W. and 33.00 feet distant from the point of ending of the aforesaid center line shown on plan as station 29+06.94.

The Southeasterly location line begins at a point on the aforesaid Tolland-Colebrook Town line bearing S. 77° 54' 40" E. and 37.25 feet distant from the point of beginning of the above described center line shown on plan as station 0, and extends thence parallel to said center line and 33 feet distant therefrom to a point at the end of the layout bearing S. 16° 18' 20" E. and 33.00 feet distant from the point of ending of the aforesaid center line shown on plan as station 29+06.94.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Tolland in said County.

TOLLAND

1942 County Layout

Description of land takings

Note: The stations hereinafter mentioned are points on the center line location of the 1942 County layout on Colebrook River Road.

Parcel No. 1 - A parcel of land supposed to be owned by Abram Berman located on the northwesterly side of Colebrook River Road, so-called,

between stations 0+15₊ and 19+00₊, bounded as follows: northwesterly by remaining land of said Berman about 1938 feet, southerly by land of owner unknown in the Town of Colebrook, Conn., about 12 feet, and southeasterly by the Colebrook River Road about 1900 feet. Containing about 21,500 Sq. Ft.

Parcel No. 2 - A parcel of land supposed to be owned by Abram Berman located on the southeasterly side of Colebrook River Road, so-called, between stations 0-15₊ and 16+00₊, bounded as follows: southeasterly by remaining land of said Berman about 1591 feet, southerly by land of owner unknown in the Town of Colebrook, Conn., about 12 feet, and northwesterly by the Colebrook River about 1570 feet. Containing about 16,200 Sq. Ft.

Parcel No. 3 - A parcel of land supposed to be owned by Abram Berman located on the northerly side of Colebrook River Road, so-called, between stations 21+50₊ and 29+07₊, bounded as follows: northerly by remaining land of said Berman about 756 feet, easterly by remaining land of said Berman about 10 feet, southerly by Colebrook River Road and remaining land of said Berman about 690 feet, and westerly by Colebrook River Road about 110 feet. Containing about 27,500 Sq. Ft.

Parcel No. 4 - A parcel of land supposed to be owned by Abram Berman located southerly of the Colebrook River Road, so-called, between stations 18+30₊ and 21+70₊, bounded as follows: northerly by remaining land of said Berman about 120 feet, easterly by Colebrook River Road about 110 feet, southerly by remaining land of said Berman about 310 feet, westerly by Colebrook River Road about 140 feet. Containing about 14,600 Sq. Ft.

Parcel No. 5 - A parcel of land supposed to be owned by Abram Berman located on the southerly side of Colebrook River Road, so-called, between station 25+75₊ and 29+07₊, bounded as follows: northerly by Colebrook River Road about 340 feet, easterly by remaining land of said Berman about 10 feet, and southerly by remaining land of said Berman about 360 feet. Containing about 3000 Sq. Ft.

The layout/relocation and land takings above described are indicated on plans prepared by Richard P. Boyle, Engineer, Westfield, Mass., on file in the Hampden County Registry of Deed, and Clerk of Court's Office, and marked as follows:

PLAN OF ROAD

In the Town Of

TOLLAND

Hampden County

Laid Out By The

COUNTY COMMISSIONERS

Scale- 1 inch = 40 feet

Richard P. Boyle, Eng'r.

Westfield, Mass.

1942

AND the owners of the land over which said highway is thus laid out/relocated are allowed until the 17th day of July next, to remove therefrom their buildings, wood, timber or trees.

The Commissioners having heard the proprietors of said lands by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out/relocating said highway, have estimated the same as follows, to wit:

TO:-

Abram Berman, Parcel No. 1, \$1.00
Abram Berman, Parcel No. 2, 1.00
Abram Berman, Parcel No. 3, 1.00
Abram Berman, Parcel No. 4, 1.00
Abram Berman, Parcel No. 5, 1.00

The work to be done is as follows: to grade, surface with gravel and otherwise improve about 1,4000 feet of road in Tolland, leading from the Connecticut line, and being known as the Colebrook River Road; the work to begin at the Connecticut line, station 0, and extend in a northeasterly direction to station 14; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.00) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Tolland.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

June 17, 1942

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun Clerk.

Westfield, Mayor and
Members of the City
Council of the City
of, Petrs., to close
U.S. route 202, Holy-
oke to Westfield, from
station 117+80 south-
erly to station 135+
14.44, as shown on
plans of County
Commissioners dated
October 30, 1929, a
distance of 1534.44
feet.

To the County Commissioners,
County of Hampden,
Springfield, Massachusetts.
Gentlemen:

We, the undersigned Mayor and Members of the City Council of the

Westfield, Mass.,
April 2, 1942

City of Westfield, Massachusetts, in keeping with a vote passed by said City Council March 19, 1942, which vote was approved by the Mayor March 21, 1942, respectfully petition your honorable board to close U. S. route 202, Holyoke to Westfield, from station 117 + 80 southerly to station 135 + 14.44, as shown on plans of County Commissioners dated October 30, 1929, a distance of 1534.44 feet.

Signed: Alice D. Burke Mayor

Members of the City Council

Lewis C. Parker Jr.	Homer E. Bush
Ernest F. Hatch	Theadore C. Couse
Donald J. Flahive	Fred C. Veselak
Anthony Garenzo	James A. Atwater
Arthur B. Long	H. R. Thorpe

Clarence H. Fuller

The foregoing petition was entered on the 2nd day of May, 1942, and due proceedings having been had thereon,--on the 29th day of May, 1942, Motion To Amend Petition was filed, whereupon the Commissioners file the following Discontinuance Decree:

May 28, 1942

TO WHOM IT MAY CONCERN:

I, Harold Whittemore, City Clerk and Clerk of the City Council of the City of Westfield, hereby certify that in the record of the City Council meeting of March 19, 1942, a typographical error was made in describing that portion of U.S. Route 202, Holyoke to Westfield, petitioned to be closed by the County Commissioners.

I hereby further certify that following this typographical error in the record of the City Council meeting, the same error was made in the petition of the Mayor and members of the City Council addressed to the County Commissioners.

I hereby further certify that the following is a true copy of the vote passed by the City Council, as corrected:

"VOTED: That the City Council petition the County Commissioners to close U. S. Route 202, Holyoke to Westfield, from station 119 + 80 southerly to station 135 + 14.44, as shown on plans of County Commissioners dated October 30, 1929, a distance of 1534.44 Feet."

I further certify that the petition addressed to the County Commissioners shall be corrected to agree with the description contained in the above paragraph.

Attest

Harold Whittemore
City Clerk

HW:EO

April Meeting 1942

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting

June 10, 1942

On the petition of the Mayor and Members of the City Council of the City of Westfield to close U.S. Route 202, Holyoke to Westfield, from station 119+80 southerly to station 135+14.44, as shown on plans of County Commissioners dated October 30, 1929, a distance of 1534.44 feet.

It appearing that all persons interested therein had been duly notified of the time and place of the hearing, to wit: May 27, 1942 at 3 o'clock in the afternoon at the Administration Building, Barnes Airport, on Apremont Way in Westfield, the said County Commissioners did, at the same time, view said highway and hear all parties interested, and no person appearing in opposition thereto, the said Commissioners did adjudge that common convenience and necessity required that said highway should be discontinued.

And now said Commissioners ORDER and DECREE that said highway (U. S. Route 202) be, and the same is, hereby discontinued in the manner following:

Beginning at a stone monument in the northwesterly line of the highway and at the northeasterly corner of land of the City of land of the City of Westfield, said stone monument beign at station 119+80.00, and bearing north 41° 15' east, 520' from a highway monument in the northwesterly line of said highway at station 125+00, according to a layout plan of the County Commissioners for the highway known as Pond Road or North Road, dated October 30, 1929. Thence south 48° 45' east across the said highway at right angles to the northwesterly line of the highway, 66' to a stone monument at land of the City of Westfield.

Thence south 41° 15' west along land of the City of Westfield, about 520' to a highway stone monument at station 125+00.

Thence same course along land of City of Westfield about 1015.33' to a highway stone monument.

Thence north 47° 59' west across the highway and intersecting the centerline of the previously mentioned highway layout at station 135+14.44, about 66' to a highway stone monument at other land of the City of Westfield.

Thence north 41° 15' east along land of City of Westfield about 278' to land now or formerly of S. B. Knox, and to be deeded to the City of Westfield.

Thence same course along land now or formerly of said S. B. Knox, about 150' to a stone monument at land of City of Westfield.

Thence same course along land of City of Westfield about 585.55' to a highway stone monument at station 125+00.

Thence same course along land of the City of Westfield, about 520' to the place of beginning.

Containing about 2.33 Acres.

Said parcel of land is shown on a plan entitled:

"City of Westfield, Mass., Plan of Portion of Apremont Way, So

April Meeting 1942

Called, to be Closed for Expansion of Barnes Airport. Scale 1"=200', April 25, 1942.

W. T. Burke C. E. ", and filed with the County Commissioners. Reference is made to a set of plans entitled: "The Commonwealth of Massachusetts, Plan of Road in the City of Westfield, Hampden County, Laid Out by the County Commissioners. Scale 40 feet to the inch," and which is labeled "Commonwealth of Massachusetts, Hampden s.s., October 30, 1929 - On the petition of the Mayor and of the City of Westfield for layout, relocation, alteration, widening and specific repairs on highway known as Pond Road and North Road in Westfield. This plan is filed with the location report and made a part thereof. John G. Maxfield, Charles W. Bray, Edward J. Stapleton, --County Commissioners."

No damages having been claimed, none are awarded.

All damages sustained by reason of the discontinuance of said road shall be paid by the petitioners.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

April 22, 1942

ORDERED that the amount charged County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Middleborough, Mass., under provisions of G L Ch 111 Sec 85 as amended by acts of 1936 Chapter 145, be charged to Town of West Springfield and City of Westfield in the Hospital District, \$43.50 and \$85.50 respectively, said amounts to be paid to County Treasurer on or before May 30, 1942, also ORDERED that County Treasurer pay to Commonwealth of Mass., \$129.00 plus \$86.00, a total of \$215.00 on the Hospital Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting April 22, 1942

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Middleboro, Massachusetts under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Town of West Springfield and the City of Westfield in the Hospital District in the Following amounts:

West Springfield	\$43.50
Westfield	<u>85.50</u>
	\$129.00

Said amount to be paid to the County Treasurer of the County of Hampden on or before May 30, 1942. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of One Hundred and Twenty-

April Meeting 1942

nine Dollars (\$129.00) plus the sum of Eighty-six Dollars (\$86.00), a total of Two Hundred and Fifteen Dollars (\$215.00) on the Hospital account.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Voted to accept bid of
The Haloid Company April 22, 1942

VOTED to accept bid of The Haloid Company of Rochester, New York, to furnish and install photo-copying equipment for use in Registry of Probate building, in the amount of \$2,500.00.

(In the matter of the contract for the furnishing and installation of photo-copying equipment for use in the Registry of Probate building, the following bids were publicly opened and read, the detailed original proposals of which are on file in this office and incorporated herein by reference:

Three bids from Photostat Corporation
One bid for the Haloid Company

The bids were opened and read on March 11, 1942.

Order

ORDERED, County Treasurer authorized and directed to pay to Treasurer of Commonwealth of Massachusetts, \$839.47 which is for expenses of County Personnel Board for the year 1941 (Hampden County's Share.)

Order to Arrest April 29, 1942

ORDER to arrest Anthony J. Shea of Holyoke, holder of a release on parole.

Resignation of Edward
P. Boland. May 7, 1942

RESIGNATION of Edward P. Boland, Register of Deeds for Hampden County, for the purpose of entering the Military Service of the United States, said resignation to take effect May 8, 1942.

Edward P. Boland, Register of Deeds for Hampden County, waives any and all salary which may become due to him from the County of Hampden for his services as such Register of Deeds during the leave of absence he is taking to enter the Military Service of the United States.

Daniel M. Keys, Jr.,
Appointed Temporary
Register of Deeds. May 8, 1942

Daniel M. Keys, Jr. of Springfield, appointed Temporary Register of Deeds for Hampden County.

Declination by Susan
C. McKenna

Declination by Susan C. McKenna, First Assistant Register of deeds for Hampden County.

Declination by Blanche
Q. Cary.

Declination by Blanche Q. Cary, Second Assistant Register of Deeds for Hampden County.

Released from Training
School. May 9, 1942

ANTONIO DELAPA, released from Hampden County Training School.

D. M. Keyes Jr., qual-
ified as Temporary
Register of Deeds. May 11, 1942

Daniel M. Keyes, Jr., - qualified as Temporary Register of Deeds for Hampden County.
See Sept. 1, 1943.

Voted to terminated
term of parole.

VOTED to terminate as of May 13, 1942 the term of the parole granted to Louis W. Giguere on February 4, 1942, and it is hereby ORDERED that the said Louis W. Giguere be released from all the terms and conditions contained in said parole.

April Meeting 1942

May 20, 1942

VOTED to increase salary of James P. Brady, Steward, and Girard Emard, Guard, employees at the Hampden County Jail, effective June 1, 1942.

Voted to increase salaries

VOTED to terminate as of May 20, 1942 the term of the parole granted to Harry E. Dickinson, Jr., on July 15, 1941, and it is hereby ORDERED that the said Harry E. Dickinson, Jr., be released from all the terms and conditions contained in said parole.

Voted to terminate the term of parole.

ORDERED that the amount charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at Middleboro, Mass., under G.L. Chapter 111, Section 85 as amended, be charged to Town of West Springfield in the Hospital District in the amount of \$45.00, said amount to be paid to County Treasurer on or before June 15, 1942, also ORDERED that County Treasurer pay to Commonwealth of Massachusetts, \$45.00 plus \$30.00, a total of \$75.00 on the Hospital Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting May 20, 1942

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Middleboro, Massachusetts under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Town of West Springfield in the Hospital District in the following amount:

West Springfield \$45.00

Said amount to be paid to the County Treasurer of the County of Hampden on or before June 15, 1942. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Forty-five Dollars (\$45.00) plus the sum of Thirty Dollars (\$30.00), a total of Seventy-five Dollars (\$75.00) on the Hospital account.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

May 20, 1942

ORDERED, County Treasurer authorized and directed to pay \$234.69 to the Town of Agawam on acct. of County's proportion of cost of work done on Pine Street Bridge. Case No. 58 - 1941.

Orders

ORDERED that the sum of \$174.62 which is balance of County's proportion of cost of work done on Holland, Warren and Brookfield Roads be paid from County Treasury to Town of Brimfield. Case No. 45 - 1941.

ORDERED, County Treasurer authorized and directed to pay sum of \$325.59 to City of Chicopee on account of County's proportion of cost of work done on North Chicopee Street. Case No. 41 - 1940.

ORDERED, County Treasurer authorized and directed to pay sum of \$398.48 to Town of Hampden on account of County's proportion of cost of work done on bridge on South Monson Road over Temple Brook. Case No. 31 - 1941.

April Meeting 1942

Order

May 20, 1942

ORDERED that the sum of \$157.54 which is balance of County's proportion of cost of work done on Monson Road be paid from County Treasury to Town of Wales. Case No. 48 - 1941.

Released from Training School on Parole.

DAVID DOUGLAS, released from Hampden County Training School, on parole, on June 24, 1942. (Action by County Commissioners on May 20, 1942)

Released from Training School on Parole.

CLAYTON BEAUDRY, released from Hampden County Training School, on parole, on June 24, 1942. (Action by County Commissioners on May 20, 1942.)

Released from Training School on Parole.

May 27, 1942

CHRISTY FOSTOKOS, released from Hampden County Training School, on parole, on June 24, 1942. (Action by County Commissioners on May 27, 1942.)

Released from Training School on Parole.

DONALD SEYMOUR, released from Hampden County Training School, on parole, on June 24, 1942. (Action by County Commissioners on May 27, 1942).

Voted to terminate term of parole.

June 3, 1942

VOTED to terminate as of June 3, 1942 the term of the parole granted to Nicholas A. Cognac on February 11, 1942, and ORDERED that the said Nicholas A. Cognac be released from all the term and conditions contained in said parole.

Approval to Transfer from Reserve Fund.

Approval from Director of Accounts to TRANSFER \$1120.00 from Reserve Fund to the account for District Courts.

Orders

June 17, 1942

ORDERED, County Treasurer authorized and directed to pay \$856.55 to City of Chicopee on account of County's proportion of cost of work done on North Chicopee Street. Case No. 41 - 1940.

ORDERED, County Treasurer authorized and directed to pay \$1626.97 to Town of Monson on account of County's proportion of cost of work done on Wilbraham Road. Case No. 14 - 1942.

Middleboro State Sanatorium

ORDERED that the amount charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at Middleboro, Mass., under G.L. Ch 111 Section 85 as amended, be charged to Town of West Springfield in Hospital District in the amount of \$46.50, said amount to be paid to County Treasurer on or before July 15, 1942; also ORDERED that County Treasurer pay to Commonwealth of Massachusetts, \$46.50 plus \$31.00, a total of \$77.50 on Hospital Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting

June 17, 1942

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Middleboro, Massachusetts under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Town of West Springfield in the Hospital District in the following amount:

West Springfield

\$46.50

Said amount to be paid to the County Treasurer of the County of Hampden on or before July 15, 1942. IT IS ALSO ORDERED

/e3 April Meeting 1942

that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Forty-six Dollars and fifty cents (\$46.50) plus the sum of Thirty-one Dollars (\$31.00) a total of Seventy-Seven Dollars and Fifty cents (\$77.50) on the Hospital account.

Thos. J. Costello) County
Charles W. Bray) Commissioners
Edward J. Stapleton) of the County
of Hampden.

June 17, 1942

ORDERED that the amount charged County of Hampden by Commonwealth of Mass., State Sanatorium at Westfield, Mass., under contract be charged to certain cities and towns in Hospital District in the total amount of \$8,956.50, to be paid to County Treasurer on or before July 15, 1942; also ORDERED that County Treasurer pay to Commonwealth of Massachusetts, \$8956.50 plus \$5971.00, a total of \$14,927.50.

Westfield State
Sanatorium

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 17, 1942.

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Chicopee	\$2,706.00
Holyoke	\$2,470.50
Ludlow	564.00
Monson	138.00
Palmer	552.00
Southwick	138.00
Westfield	1,371.00
West Springfield	552.00
Wilbraham	465.00
	<u>\$8,956.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before July 15, 1942. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Eight Thousand Nine Hundred and Fifty-six Dollars and Fifty Cents (\$8,956.50) plus the sum of Five Thousand Nine Hundred and Seventy-one Dollars (\$5,971.00), a total of Fourteen Thousand Nine Hundred and Twenty-seven Dollars and Fifty Cents (\$14,927.50).

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

April Meeting 1942

Approval to Transfer June 20, 1942
from Reserve Fund.

Approval from Director of Accounts to Transfer \$426.19
from Reserve Fund to Item 32, Special Salary Increases.

Damages Done By
Dogs

Land Damages

Sundry Accounts

Sundry Accounts being presented, are allowed, and the same amounting
to the sum of

June 17, 1942

Hampden, ss:

Judgment is entered up according to reports etc., and all
matters not acted upon are ordered to be continued and this meeting
adjourned without day.

Attest: Charles M. Calhoun Clerk.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, being the twenty-third day of said month, and from time to time to the thirtieth day of September, in the year of our Lord One Thousand Nine Hundred and Forty-Two.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Edward J. Stapleton, Esquire	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT The undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highwat leading from Ludlow Bridge to the Belchertown-Ludlow Line and known as "Belchertown Road, Route #21," be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Ludlow-Belchertown line and running in a Northwesterly direction for a distance of approximately three (3) miles.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 5th day of April, 1941.

Robert M. Mackintosh Chairman,Stanley F. Kartz Board ofA. E. Randall Selectmen
Ludlow, Mass.

AMENDED PETITION AND VOTE OF TOWN

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from Ludlow Bridge to Belchertown-Ludlow Line and known as Belchertown Road, Route 21 be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Ludlow-Belchertown Line and extend in a northwesterly direction for a distance of three miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and

Ludlow, Selectmen of the Town of, Petrs. for specific repairs on Belchertown Road, Route #21, the work to begin at the Ludlow-Belchertown line and running in a northwesterly direction for approximately 3 miles, and for aid.

June Meeting 1942

may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 5th day of April, 1941.

Stanley F. Kartz

Alfred E. Randall
Ludlow, Mass.

Chairman,
Board of
Selectmen

June 3, 1941

Mr. Troy Murray, Counsel
For Hampden County Commissioners,
Springfield, Mass.

My dear Mr. Murray:

At a meeting of the Board of Selectmen held June 2, 1941, it was voted to amend petition filed with you under date of April 5, 1941, specific repairs on Belchertown Road, Route 21, Chapter 90, and substitute in place thereof the enclosed petition, which includes relocation as well as specific repairs.

We understand that this change is made at the request of Mr. Malcolm Butement, State Engineer.

Very truly yours,

Stanley F. Kartz

Alfred E. Randall
Ludlow, Mass.

Chairman,
Board of
Selectmen

Vote to amend
Final Decree

Voted to amend final decree dated July 22, 1942 in re: Selectmen of Town of Ludlow, Petrs for relocation, alterations and specific repairs on Belchertown Road, Route 21, etc., by striking out the words Five Thousand Dollars in the third paragraph thereof and substituting in place thereof the words Five Thousand Two Hundred Fifty Dollars

Filed - Sept 16,
1942

The foregoing petition was entered on the 2nd day of May, 1941, and the Amended Petition and Vote of Town was received June 4, 1941, and due proceedings having been had thereon, on the 22nd day of July, 1942, said Commissioners file the following Final Decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 22, 1942

On the petition of the Selectmen of the Town of Ludlow for relocation, alterations and specific repairs on Belchertown Road, Route 21, the work to begin at the Ludlow-Belchertown Line and extend in a northwesterly direction for a distance of three miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1941, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with

bituminous macadam and otherwise improve about 3,450 feet of road in Ludlow, leading from Belchertown, and being known as the Belchertown Road; the work to begin at the Belchertown line, station 0, and extend in a southwesterly direction to a point about 2,600 feet north of South Road, station 34+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Ludlow.

Thos. J. Costello)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden

COMMONWEALTH OF MASSACHUSETTS
 BOARD OF COUNTY COMMISSIONERS OF THE COUNTY
 OF HAMPDEN

UNITED ELECTRIC LIGHT COMPANY, Appellant

V.

BOARD OF ASSESSORS OF THE TOWN OF WEST
 SPRINGFIELD, Appellee

APPEAL FROM REFUSAL TO ABATE TAX

United Electric Light Company, Petrs. for abatement of taxes on real estate and personal property in the Town of West Springfield, and including works, structures, real estate, motor vehicles, trailers, machinery, poles, underground conduits, wires, and pipes.

13

1. This is an appeal from the refusal of the Appellee to abate a tax for the year 1940, assessed on real estate and personal property owned by the appellant in the Town of West Springfield.

2. On January 1, 1940, the Appellant was the owner of certain real estate and personal property situated in the Town of West Springfield, and including works, structures, real estate, motor vehicles trailers, machinery, poles, underground conduits, wires and pipes owned by said corporation. The Appellant has duly brought in to the Appellee a true list of its personal estate as required by General Laws (Ter.Ed.) Chapter 59, Section 61.

3. The Appellee valued the above described property other than motor vehicles at \$1,075,382.00, and assessed to the Appellant a tax thereon, at the rate of \$35.00 per \$1,000, in the amount of \$37,638.37.

4. The tax was paid on October 30, 1940.

5. On or about September 24, 1940, the Appellant received from the Commissioner of Corporations and Taxation (hereinafter called the "Commissioner") a notification dated September 23, 1940, a copy of which marked "A" is attached hereto and made a part hereof. Said notification was given pursuant to the provisions of Section 68A of Chapter 63 of the General Laws (Ter. Ed.) and the Appellant was

thereby advised that in determining the amount of the Appellant's corporate franchise tax for the year 1940 the Commissioner had found the value of the aforesaid property of the Appellant to be \$12,000.00 less that the amount at which said property was assessed and taxed by the appellee, and had deducted only said smaller value so determined by him from the true value of the Appellant's corporate franchise as found by him.

6. Pursuant to the provisions of the aforesaid Section 68A, the Appellant thereupon on October 21, 1940, made application in writing to the Appellee, on a form approved by the Commissioner, for an abatement of the aforesaid tax assessed by the Appellee, but the Appellee has taken no action on said application although more than four (4) months have elapsed since the making thereof. Also pursuant to the provisions of the aforesaid section 68A the Appellant now makes this appeal to this Board and concurrently with the filing hereof has mailed to the Commissioner a notice of such filing and a copy hereof.

7. The Appellant is aggrieved by the failure of the Appellee to abate the aforesaid tax and objects thereto on the ground that without such abatement the Appellant will be illegally and improperly subjected to double taxation on its aforesaid real and personal property to the extent of that portion of the value thereof as determined by the Appellee (namely \$12,000.00) which is not deducted by the Commissioner from the value of the Appellant's corporate franchise in determining the Appellant's corporate franchise tax.

8. The Appellant prays that a hearing may be had upon this petition and that such portion of the tax as may be determined to be excessive be abated, and for such further relief as may be proper.

9. Service of papers in connection with this appeal may be made on David R. Pokross, addressed to 201 Devonshire Street, Boston, Massachusetts (tel. Hub. 5562).

UNITED ELECTRIC LIGHT COMPANY

By Sidney W. Stevens
President

" A "

THE COMMONWEALTH OF MASSACHUSETTS

Department of

Corporations and Taxation

State House, Boston

September 23, 1940

To the Treasurer of United Electric Light Company
73 State St.
Springfield, Mass.

Acting under the authority of Section 68A of Chapter 63 of

June Meeting 1942

The General Laws, as amended by Section 8 of Chapter 24 of the Acts of 1939, you are hereby notified that in determining the 1940 franchise tax of the above-named corporation, as Commissioner of Corporations and Taxation, I have determined the value of the works, structures, real estate, motor vehicles, trailers, machinery, poles, underground conduits, wires and pipes owned by said corporation subject to local taxation in the City of West Springfield to be less than the value thereof, as determined by the assessors. The value as determined by me is \$1,063,872.

For your convenience there is given you below a copy of Section 68A of Chapter 63 of the General Laws:

If the Value of the works, structures, real estate, motor vehicles, trailers, machinery, poles, underground conduits, wires and pipes owned by a corporation taxable under any provision of this chapter and which are subject to local taxation within the commonwealth, as determined by the commissioner, is less than the value thereof as determined by the assessors of the town where it is situated, he shall give notice of his determination to such corporation; and, unless within one month after the date of such notice it applies to said assessors for an abatement, and upon their refusal to grant an abatement, prosecutes and appeal under section sixty-four of chapter fifty-nine, giving notice thereof to the commissioner, the valuation of the commissioner shall be conclusive upon said corporation.

Very truly yours,

/s/ Henry F. Long,
Commissioner of Corporations
and Taxation

Copy to Board of Assessors

NOTICE OF ELECTION NOT TO BE HEARD BY THE APPELLATE TAX BOARD

June 5, 1941

Commissioners of Hampden County
37 Elm Street
Springfield, Massachusetts

Gentlemen:

In accordance with Section 64 of Chapter 59 of the General Laws, we hereby notify you that we do not elect to have the application of the United Electric Light Company for abatement of the 1940 tax assessed on real and personal property in West Springfield heard by the Appellate Tax Board.

Yours very truly,

Frederick C. Steele

Raymond A. Sibley

Ralph E. Fullam

Board of Assessors

FCS:AEG.

FINDING AND ORDER

COMMONWEALTH OF MASSACHUSETTS
BOARD OF COUNTY COMMISSIONERS OF THE
COUNTY OF HAMPDEN

UNITED ELECTRIC LIGHT COMPANY
Appellant

v.

BOARD OF ASSESSORS OF THE TOWN OF
WEST SPRINGFIELD,
Appellee

FINDING AND ORDER

This is a complaint, pursuant to the provisions of Section 68A of Chapter 63 of the General Laws (Ter. Ed.), from the refusal of the Appellee to abate taxes for the year 1940 assessed on real estate and personal property owned by the Appellant and situated in the Town of West Springfield.

At a hearing held in the Hampden County Commissioners' office on July 1, 1942, there was evidence presented by both parties tending to show the following;

That on September 24, 1940 the Appellant received from the Commissioner of Corporations and Taxation a notification dated September 23, 1940 in which is was informed that he as Commissioner of corporations and Taxation, had determined that the value of the works, structures, real estate, trailers, machiner, poles, underground conduits, wires and pipes, owned by the Appellant and subject to local taxation in the Town of West Springfield as of January 1, 1940, was less than the value thereof as determined by the Assessors of the Town of West Springfield, and that the value as determined by him was \$1,063,872;

That on October 17, 1940 the Appellant filed an application for abatement in the amount of \$12,000 with the Board of Assessors of the Town of West Springfield on a form approved for this purpose by the Commissioner of Corporations and Taxation. On October 23, 1940, the Appellant notified the Commissioner of Corporations and taxation of the filing of this application for abatement. A period of four months elapsed without any action being taken on this application by the Appellee. On May 10, 1941 the Appellant filed with the Clerk of the County Commissioners of Hampden County the appeal for abatement of taxes that is before us in the present case. On the same date, the Appellant notified the Commissioner of Corporations and Taxation of the filing of this appeal;

That the Appellee has valued the works, structures, real estate, motor vehicles, trailers, machinery, poles, underground conduits, wires and pipes owned by the Appellant and subject to local taxation by the Town of West Springfield, as of January 1, 1940 in the sum of \$1,076,262, of which the sum of \$880 represented motor vehicles, and the Appellant has paid the Appellee the taxes assessed thereon.

The commissioners, after hearing the parties and considering the evidence presented, find that the valuation of the aforesaid property in the sum of \$1,076,262 by the Appellee is not over-rated but is correct, and that this sum of \$1,076,262 is the fair cash value of this property as of January 1, 1940; and it is therefore

ORDERED that the complaint of the Appellant be and the same is hereby dismissed, with costs awarded to neither party.

Thos J. Costello

Charles W Bray

Edward J Stapleton

COUNTY COMMISSIONERS OF
THE COUNTY OF HAMPDEN.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Chicopee in said County, that common convenience and necessity require the layout and location of a new highway known as MONTGOMERY STREET CUT-OFF LOCATED IN THE City of Chicopee, County of Hampden, beginning at Prospect Street and running thence Southwesterly and Southerly to Montgomery Street just Easterly of Towne Street, a distance of one thousand eight hundred (1800) feet more or less

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such location and alterations and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the state and city.

Dated, Sept 3, 1941

Leo P. Senecal Mayor

Frank W. Musiak
Joseph Wisniowski
Walter F. Szetela
Nazaire J. Forcier
Joseph Gagnon

George H. Miller
Lionel Menard
Thomas A. Laramee
Frank H. York
Frank L. Biernacki

The foregoing petition was entered on the fourth day of September, 1941, and due proceedings having been had thereon, said Commissioners file the following Location Report and Final Decree:

LOCATION REPORT

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 12, 1941

On the petition of the Mayor and Board of Aldermen of the City

Chicopee, Mayor and Board of Aldermen of the City of, Petrs, for location and alterations of a new highway known as "Montgomery Street Cut-Off" beginning at Prospect Street running southwest-erly and southerly to Montgomery St., just easterly of Towne St., a distance of 1800 feet more or less, and for aid.

of Chicopee for location and alterations of a new highway known as Montgomery Street Cut-Off, beginning at Prospect Street running southwesterly and southerly to Montgomery Street just easterly of Towne Street, a distance of 1800 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-sixth day of September, A. D. 1941, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be laid out/located. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out/locate said highway in the manner following:

CHICOPEE

1941 County Layout

"Montgomery Street Cutoff"

The layout begins at the southerly side of Prospect Street, so called, about 160 feet distant easterly of Montgomery Street and extends thence in a general southerly Direction about 1/3 of a mile, by a new location as hereinafter described, to the northeasterly side of Montgomery Street at its junction with Towne Street.

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in October 1938 and begins at a point in the present roadway of Prospect Street about 180 feet distant easterly of Montgomery Street, as aforesaid, said point of beginning being shown on plan as station 5+10.47 and extends thence, south 5° 08' 50" east 219.87 feet; thence south 4° 31' 15" west 1141.25 feet; thence by a curve to the left of 663.07 feet radius 313.96 feet; thence south 22° 36' 30" east 77.07 feet; thence south 27° 16' 50" east 136.59 feet to a point at the end of the layout, in the present roadway of Montgomery Street about 150 feet distant southeasterly of Towne Street, said point of ending being shown on plan as station 23+99.21.

The easterly location line begins at a point on the southerly side of Prospect Street bearing south 63° 42' 46" east and 46.88 feet distant from the point of beginning of the above described base line shown on plan as station 5+10.47 and extends thence south 5° 08' 50" east 158.52 feet to a point bearing north 78° 32' 53" east and 40.24 feet distant from station 6+97.86, thence south 8° 12' 42" west 127.93 feet to a point bearing south 85° 28' 45" east and 25.00 feet distant from station 8+14.91, thence parallel to the above described base line and 25.00 feet distant therefrom to a point bearing north 48° 35' 47" east and 26.47 feet distant from station 21+85.55, thence south 21° 50' 33" east 121.20 feet to a point bearing north 62° 43' 10" east and 20.46 feet distant from station 23+00.00, thence south 29° 50' 07" east 97.87 feet to a point at the end of the layout, on the northeasterly line of the 1933 layout on Montgomery Street, bearing north 59° 24' 10"

east and 24.86 feet distant from the point of ending of the above described base line shown on plan as station 23+99.21.

The westerly location line begins at a point on the southerly side of Prospect Street bearing south $84^{\circ} 09' 10''$ west and 40.36 feet distant from station 5+35.37 of the above described base line and extends thence, easterly, southeasterly and southerly by a curve of 15.00 feet radius 23.78 feet to a point bearing south $53^{\circ} 11' 06''$ west and 29.58 feet distant from the said station 5+35.37, thence south $5^{\circ} 00' 05''$ east 149.78 feet to a point bearing south $78^{\circ} 32' 53''$ west and 25.71 feet distant from station 6+97.86, thence south $1^{\circ} 48' 55''$ west 109.64 feet to a point bearing north $85^{\circ} 28' 45''$ west and 25.00 feet distant from station 8+14.91, thence parallel to the above described base line and 25.00 feet distant therefrom to a point bearing south $34^{\circ} 00' 10''$ west and 34.93 feet distant from station 20+47.15, thence south $34^{\circ} 00' 10''$ west 30.25 feet to a point on the aforesaid northeasterly location line of the 1933 County Layout on Montgomery Street, bearing south $34^{\circ} 00' 10''$ west and 65.18 feet distant from the said station 20+ 47.15.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the City of Chicopee in said County.

CHICOPEE

1941 County Layout

Description of Land Takings

Note: The stations hereinafter mentioned are points on the base line of location of the 1941 County Layout on the cutoff for Montgomery Street.

PARCEL NO. 1 A parcel of land supposed to be owned by JOHN J. O'CONNELL, located on the southerly side of Prospect Street, so called, between station 5+34.88 and 7+55+, bounded as follows: easterly by land now or formerly of Bannister 158.52, feet, again easterly by remaining land of said O'Connell about 68 feet, southerly by land now or formerly of Arthur Hammel about 48 feet, southwesterly and westerly by land now or formerly of Fred Tremblay about 206 feet and northerly by Prospect Street 65.14 feet; containing about 13,640 square feet.

PARCEL NO. 2 A parcel of land supposed to be owned by FRED TREMBLAY, located on the southerly side of Prospect Street, so called, between station 5+35.68 and 5+51+, bounded as follows: southwesterly by remaining land of said Tremblay 23.78 feet, northerly by Prospect Street 15.22 feet and easterly by land now or formerly of John J. O'Connell 15.22 feet; containing about 50 square feet.

PARCEL NO. 3 A parcel of land supposed to be owned by FRED TREMBLAY, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called, located

between stations 7+0₊ and 8+63₊ and bounded as follows: westerly by remaining land of said Tremblay about 158 feet, northeasterly by land now or formerly of John J. O'Connell and Arthur Hammel about 154 feet and southeasterly by land now or formerly of said Hammel about 46 feet; containing about 3390 square feet.

PARCEL No. 4 A parcel of land supposed to be owned by ARTHUR HAMMEL, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff" so called, between stations 7+44₊ and 10+11₊ and bounded as follows: easterly by remaining land of said Hammel about 256 feet, southerly by land now or formerly of Joseph Z. Lefavre and Elbert C. Aldrich about 51 feet, westerly by remaining land of said Hammel about 140 feet, northwesterly and southwesterly by land now or formerly of Fred Tremblay about 159 feet, and northerly by land now or formerly of John J. O'Connell about 48 feet; containing about 10,040 square feet.

PARCEL NO. 5 A parcel of land supposed to be owned by ELBERT C. ALDRICH, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called, located between stations 10+03₊ and 10+49₊ and bounded as follows: westerly by remaining land of said Aldrich about 46 feet, northerly by land now or formerly of Arthur Hammel about 24 feet and southeasterly by land now or formerly of Joseph Z. Lefavre about 48 feet; containing about 530 square feet.

PARCEL NO. 6 A parcel of land supposed to be owned by JOSEPH Z. LEFAVRE, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called located between stations 10+05₊ and 11+31₊ and bounded as follows: easterly by remaining land of said Lefavre about 30 feet, southeasterly by land now or formerly of Herminegilde and Artimise Tanguay and Noel and Marie LaFlamme about 104 feet, westerly by remaining land of said Lefavre about 84 feet; northwesterly by land now or formerly of Elbert C. Aldrich about 48 feet and northerly by land now or formerly of Arthur Hammel about 27 feet; containing about 3430 square feet.

PARCEL NO. 7 A parcel of land supposed to be owned by HERMINEGILDE AND ARTIMISE TANGUAY, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called, located between stations 10+40₊ and 11+02₊ and bounded as follows: easterly by remaining land of said Tanguay about 62 feet, southwesterly by land now or formerly of Noel and Marie LaFlamme about 30 feet and northwesterly by land now or formerly of Joseph Z. Lefavre about 53 feet; containing about 800 square feet.

PARCEL NO. 8 A parcel of land supposed to be owned by NOEL AND MARIE LA FLAMME, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called, located between station 10+87₊ and 11+72₊ and bounded as follows: easterly by remaining land of said LaFlamme about 69 feet, southwesterly by

Massachusetts Avenue about 57 feet, westerly by remaining land of said LaFlamme about 12 feet, northwesterly by land now or formerly of Joseph Z. Lefavre about 51 feet and northeasterly by land now or formerly of Herminigilde and Artimise Tanguay about 30 feet; containing about 2760 square feet.

PARCEL NO. 9 A parcel of land supposed to be owned by VICTORIA MILMIKOWSKI, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called, located between stations 12+01 $\frac{1}{2}$ and 13+19 $\frac{1}{2}$ and bounded as follows: easterly by remaining land of said Milmikowski about 17 feet, southeasterly by land now or formerly of Rene Pellitier about 86 feet, southwesterly by land now or formerly of Stanislaus Garonski Heirs about 9 feet, westerly by remaining land of said Milmikowski about 114 feet and northeasterly by Massachusetts Avenue about 57 feet; containing about 3600 square feet.

PARCEL NO. 10 A parcel of land supposed to be owned by RENE PELLITIER, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called, located between stations 12+46 $\frac{1}{2}$ and 13+43 $\frac{1}{2}$ and bounded as follows: easterly by remaining land of said Pellitier about 98 feet, southwesterly by land now or formerly of Edgar and Olivine Desroches about 49 feet and northwesterly by land now or formerly of Victoria Milmikowski about 86 feet; containing about 2100 square feet.

PARCEL NO. 11 A parcel of land supposed to be owned by STANISLAUS GARONSKI HEIRS, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called, between stations 13+15 $\frac{1}{2}$ and 13+33 $\frac{1}{2}$ and bounded as follows: westerly by remaining land of said Garonski Heirs about 18 feet, northwesterly by land now or formerly of Victoria Milmikowski about 9 feet and southeasterly by land now or formerly of Edgar and Olivine Desroches about 15 feet; containing about 70 square feet.

PARCEL NO. 12 A parcel of land supposed to be owned by EDGAR AND OLIVINE DESROCHES, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called, located between stations 13+19 $\frac{1}{2}$ and 14+51 $\frac{1}{2}$ and bounded as follows: easterly by remaining land of said Desroches about 84 feet, southeasterly by land now or formerly of Andrew S. and Sally Wozniaic about 27 feet, southwesterly by Ohio Avenue about 42.5 feet, westerly by remaining land of said Desroches about 97 feet, northwesterly by land now or formerly of Stanislaus Garonski Heirs about 15 feet and northeasterly by land now or formerly of Rene Pellitier about 49 feet; containing about 5480 square feet.

PARCEL NO. 13 A parcel of land supposed to be owned by ANDREW S. AND SALLY WOZNIAIC, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called, located between stations 14+28 $\frac{1}{2}$ and 14+58 $\frac{1}{2}$ and bounded as follows: easterly by remaining land of said Wozniaic about 31 feet, southwesterly by Ohio Avenue about 15.5 feet and northwesterly by remaining land of

June Meeting 1942

Edgar and Olivine Desroches about 27 feet; containing about 200 square feet.

PARCEL NO. 14 A parcel of land supposed to be owned by ETIENNE BOUTIN, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called, located between stations 14+88+ and 15+99+ and bounded as follows: westerly by remaining land of said Boutin about 111 feet, northeasterly by Ohio Avenue about 55 feet and southeasterly by land now or formerly of Maxine Goulet about 97 feet; containing about 2620 square feet.

PARCEL NO. 15 A parcel of land supposed to be owned by MAXIME GOULET, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called, Said parcel is located between station 15+15+ and station 16+31+, being bounded as follows: easterly by remaining land of said Goulet about 115 feet; southwesterly by lands now or formerly of Lucy and Napoleon Mignault and of Antoine H. Bachard a total distance of about 58 feet; westerly by remaining land of said Goulet about 4 feet; northwesterly by land now or formerly of Etienne Boutin about 97 feet; and northeasterly by Ohio Avenue, so called, about 3 feet; containing about 3120 square feet.

PARCEL NO. 16 A parcel of land supposed to be owned by ANTOINE H. BACHARD, located on the westerly side of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called, Said parcel extends between station 16+03+ and station 16+40+, being bounded as follows: westerly by remaining land of said Bachard about 38 feet; northeasterly by land now or formerly of Maxime Goulet about 18 feet, and southeasterly by land now or formerly of Lucy and Napoleon Mignault about 33 feet; containing about 300 square feet.

PARCEL NO. 17 A parcel of land supposed to be owned by NAPOLEON AND LUCY MIGNAULT. Said parcel comprises a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff" so called, being located between station 16+11+ and station 17+45+, and being bounded as follows: easterly by remaining land of said Mignault about 115 feet; southwesterly by Pennsylvania Avenue, so called, about 58 feet; westerly by remaining land of said Mignault about 77 feet; northwesterly by land now or formerly of Antoine Bachard about 33 feet; and northeasterly by land now or formerly of Maxime Goulet about 40 feet; containing about 5450 square feet.

PARCEL NO. 18 A parcel of land supposed to be owned by Dieudonne LaBonte, located on the westerly side of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called. Said parcel extends between station 17+75+ and station 18+66+, being bounded as follows: westerly by remaining land of said LaBonte about 91 feet; northeasterly by Pennsylvania Avenue, so called, about 45 feet; and southeasterly by Wood Street, so called, about 79 feet; containing about 1780 square feet.

PARCEL NO. 19 A parcel of land supposed to be owned by JAMES NICHOLS, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called. Said parcel is located between station 18+74₊ and station 19+99₊, being bounded as follows: easterly by remaining land of said Nichols about 120 feet; southwesterly by land now or formerly of Joseph and Deline LaFlamme about 65 feet; westerly also by remaining land of said Nichols about 4 feet; and northwesterly by Wood Street, so called, about 94 feet; containing about 3060 square feet.

PARCEL NO. 20 A parcel of land supposed to be owned by JOSEPH AND DELINE LAFLAMME, comprising a portion of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called. Said parcel is located between station 19+59₊ and station 20+70₊, being bounded as follows: westerly by remaining land of said LaFlamme about 115 feet; northeasterly by land now or formerly of James Nichols about 65 feet; easterly by remaining land of said LaFlamme about 20 feet; and southeasterly by lands now or formerly of Sylvester D. Rich and James Nichols a total distance of about 71 feet; containing about 3430 square feet.

PARCEL NO. 21 A parcel of land supposed to be owned by James Nichols, located on the easterly side of the location of the 1941 County Layout on the "Montgomery Street Cutoff", so called. Said parcel extends between station 20+19₊ and station 20+26₊, being bounded as follows: easterly by remaining land of said Nichols about 7 feet; southwesterly by land now or formerly of Sylvester D. Rich about 5 feet; and northwesterly by land now or formerly of Joseph and Deline LaFlamme about 5 feet; containing about 15 square feet.

PARCEL NO. 22 A parcel of land supposed to be owned by Sylvester D. Rich, located on the northeasterly side of Montgomery Street, so called, between station 20+23₊ and station 22+08₊; bounded as follows: northeasterly by remaining land of said Rich about 155 feet; southeasterly by Towne Street, so called, about 40.5 feet; southwesterly by Montgomery Street about 129 feet; northwesterly by land now or formerly of Joseph and Deline LaFlamme about 96 feet; and northeasterly by land now or formerly of James Nichols about 5 feet; containing about 7930 square feet.

PARCEL NO. 23 A parcel of land supposed to be owned by NAPOLEON BEAUREGARD, located on the northeasterly side of Montgomery Street, so called, between station 22+46₊ and station 23+23₊, bounded as follows: northeasterly by remaining land of said Beauregard about 71 feet; southeasterly by land now or formerly of John/Sudika^{and} Kowalczyk about 9 feet; southwesterly by Montgomery Street about 64 feet and northwesterly by Towne Street, so called, about 25 feet; containing about 950 square feet.

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PARCEL NO. 24 A parcel of land supposed to be owned by JOHN AND SUDIKA KOWALCZYK, located on the northeasterly side of Montgomery Street, so called, between station 23+19₊ and station 23+98₊; bounded as follows: northeasterly by remaining land of said Kowalczyk about 79 feet; southwesterly by Montgomery Street, about 75 feet; and northwesterly by land now or formerly of Napoleon Beauregard about 9 feet; containing about 320 square feet.

The layout/location and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highway, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, also in the City Clerk's office, and marked as follows:

The Commonwealth of Massachusetts

PLAN OF ROAD

in the city of

CHICOPEE

HAMPDEN COUNTY

Laid out by the

COUNTY COMMISSIONERS

Scale: 40 feet to the inch

Office of Mass. Dep't of Public Works - 100 Nashua St., Boston-
Oct. 23, 1941.

AND the owners of the land over which said highway is thus laid out are allowed until the twelfth day of December next to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or locating said highway, have estimated the same as follows, to wit:

TO:-

John J. O'Connell.....	\$ 1.00
Fred Tremblay.....	1.00
Fred Tremblay.....	1.00
Arthur Hammel.....	1.00
Elbert C. Aldrich.....	1.00
Joseph Z. LeFavre.....	1.00
Herminegilde and Artimise Tanguay.....	1.00
Noel and Marie LaFlamme.....	1.00
Victoria Milmikowski.....	1.00
Rene Pellitier.....	1.00
Stanislaus Garonski.Heirs.....	1.00
Edgar and Olivine Desroches	1.00
Andrew S. and Sally Wozniaic.....	1.00

Etienne Boutin.....	\$ 1.00
Maxime Goulet.....	1.00
Antoine H. Bachard.....	1.00
Napoleon and Lucy Mignault.....	1.00
Dieudonne LaBonte.....	1.00
James Nichols.....	1.00
Joseph and Deline La Flamme.....	1.00
James Nichols.....	1.00
Sylvester D. Rich.....	1.00
Napoleon Beauregard.....	1.00
John and Sudika Kowalczyk.....	1.00

Payment to be made to the several parties damaged to the amount that may be found to be their due, by the City of Chicopee, when entry is actually made upon the premises for highway purposes. Any work required to be done in the carrying out of said order, to be done and performed by the City of Chicopee, and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

All land, grade, drainage and other legal damages shall be paid by the City of Chicopee.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Edward J. Stapleton</u>	
<u>John G. Maxfield</u>	

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Charles W. Bray who was disqualified to act because of his residence in Chicopee.

HAMPDEN, SS: COUNTY COMMISSIONERS' MEETING November 12, 1941

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun Clerk.

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 24, 1942

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for location and alterations of a new highway known as Montgomery Street Cut-Off beginning at Prospect Street and running southwesterly and southerly to Montgomery Street just easterly of Towne Street, a distance of 1300 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the

said Commissioners did on the twenty-sixth day of September, A. D. 1941, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to construct a concrete box bridge, and to grade, surface with bituminous macadam and otherwise improve about 1,854 feet of road in Chicopee, leading to Holyoke, and being known as Montgomery Street; the work to begin at Prospect Street, station 5+25.3, and extend in a southerly direction to station 23+80; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Chicopee a sum not to exceed FIVE THOUSAND TWO HUNDRED FIFTY DOLLARS (\$5,250.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Chicopee.

Thos. J. Costello

Edward J. Stapleton

John G. Maxfield

} County
Commissioners
of the County
of Hampden

John G. Maxfield of East Longmeadow acted as County Commissioner in the above matter in place of Commissioner Charles W. Bray who was disqualified to act because of his residence in Chicopee.

LUDLOW, Board of Selectmen, Town of, Petrs. for layout, relocation or alteration of highway known as the Belchertown Road, beginning at sta. 0+0 which is at the Town line between the towns of Ludlow and Belchertown, running southerly for 6500 feet more or less, to about sta. 65+0, which is about 500 feet southerly from the junction of South Road, so-called.

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PLANS

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS OF HAMPDEN COUNTY:

RESPECTFULLY represent your petitioners, being inhabitants of the County of Hampden, that public necessity and convenience require the layout, relocation, and alteration of a highway locally known as the Belchertown Road in the Town of Ludlow, in said County, described as follows:

BEGINNING at Sta. 0+0, which is at the Town line between the towns of Ludlow and Belchertown, and running in a southerly direction for a distance of 6500 feet, more or less, to about Station 65+0, which is about 500 feet southerly from the junction of South Road, so-called.

WHEREFORE, your petitioners pray that you will, after due notice, view and hearing, as soon as may be, proceed to lay out, relocate or alter said highway, or such portions thereof as may be deemed necessary and proper.

Dated this FIFTH day of NOVEMBER, 1941.

Stanley L. Kartz

Alfred E. Randall

Board
of
Selectmen,
Town of
Ludlow, Mass.

RELOCATION REPORT
COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 22, 1942

On the petition of the Board of Selectmen of the Town of Ludlow for layout, relocation or alteration of highway known as the Belchertown Road, beginning at station 0+0 which is at the Town Line between the towns of Ludlow and Belchertown running southerly for 6500 feet more or less, to about station 65+0, which is about 500 feet southerly from the junction of South Road, so-called.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the third day of December, A. D. 1941, hear all parties interested and did adjudge that common convenience and necessity required that said highway should be relocated. And at the time of said hearing, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate said highway in the manner following;

The layout/relocation is located on the Belchertown Road, so called, and begins at the dividing line between the towns of Ludlow and Belchertown, as approximately located, and extends thence in a general southerly direction about two-thirds of a mile, as hereinafter described.

The base line is that of a survey made by the Engineers of the Massachusetts Department of Public Works in August, 1941, and begins at a point in the present roadway on the dividing line between the towns of Ludlow and Belchertown, as approximately located, said point being shown on plan as station 0, and extends thence south $54^{\circ} 46' 30''$ west 90.80 feet; thence by a curve to the left of 663.74 feet radius 237.44 feet; thence south $34^{\circ} 16' 45''$ west 519.46 feet; thence by a curve to the left of 808.10 feet radius 238.26 feet; thence south $17^{\circ} 23' 10''$ west 18.78 feet; thence by a curve to the left of 1428.76 feet radius 338.41 feet; thence south $34^{\circ} 08' 55''$ west 706.93 feet; thence south $3^{\circ} 17' 15''$ west 565.37 feet; thence by a curve to the left of 2087.42 feet radius 398.78 feet; thence south $7^{\circ} 39' 30''$ east 227.95 feet; thence by a curve to the right of 991.31 feet radius 193.50 feet to a point at the end of the layout in the present roadway, said point being shown on a plan as station 35+35.68.

The easterly line of location begins at a point on the dividing line between the towns of Ludlow and Belchertown bearing south $7^{\circ} 47' 00''$ east and 23.62 feet distant from the point of beginning of the above-described base line shown on plan as station 0, and extends thence south $50^{\circ} 08' 16''$ west 218.23 feet to a point bearing south $47^{\circ} 28' 11''$ east and 23.64 feet distant from station 2+34.54; thence south $34^{\circ} 55' 23''$ west 578.60 feet to a point bearing north $71^{\circ} 32' 00''$ east and 38.82 feet distant from station 8+47.70; thence by a curve to the left of 1000.00 feet radius 540.43 feet to a point bearing south $86^{\circ} 02' 29''$ east and 23.48 feet distant from station 13+63.89; thence south $3^{\circ} 57' 31''$ west

644.97 feet to a point bearing south 86° 25' 16" east and 23.80 feet distant from station 20+14.06; thence south 3° 11' 57" west 814.82 feet to a point bearing north 89° 50' 53" east and 23.18 feet distant from station 28+30.45; thence south 3° 30' 11" east 309.07 feet to a point bearing south 42° 37' 30" east and 34.63 feet distant from station 31+14.23; thence south 10° 34' 14" east 259.38 feet to a point bearing south 36° 42' 00" east and 68.03 feet distant from station 33+42.18; thence south 6° 21' 41" west 141.40 feet to a point at the end of the layout bearing south 83° 38' 19" east and 18.13 feet distant from the point of ending of the above-described base line shown on plan as station 35+35.68.

The westerly line of location begins at a point on the aforesaid dividing line between the towns of Ludlow and Belchertown bearing north 7° 47' 00" west and 35.39 feet distant from the point of beginning of the above-described base line shown on plan as station 0, and extends thence south 50° 08' 16" west 256.24 feet to a point bearing north 47° 28' 11" west and 26.80 feet distant from station 2+34.54; thence south 34° 55' 23" west 585.28 feet to a point bearing north 5° 49' 53" west and 41.13 feet distant from station 8+47.70; thence by a curve to the left of 1050.00 feet radius 567.45 feet to a point bearing north 86° 02' 29" west and 26.52 feet distant from station 13+68.89; thence south 3° 57' 31" west 645.30 feet to a point bearing north 86° 25' 16" west and 26.21 feet distant from station 20+14.06; thence south 3° 11' 57" west 818.08 feet to a point bearing south 89° 50' 53" west and 26.91 feet distant from station 28+30.45; thence south 3° 30' 11" east 315.09 feet to a point bearing south 39° 43' 01" west and 41.10 feet distant from station 31+14.23; thence south 10° 34' 14" east 121.07 feet to a point bearing south 82° 20' 30" west and 24.09 feet distant from station 32+62.98; thence by a curve to the right of 900.00 feet radius 265.97 feet to a point at the end of the layout bearing north 83° 38' 19" west and 31.87 feet distant from the point of ending of the above-described base line shown on plan as station 35+35.68.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Ludlow in said County.

TOWN OF LUDLOW
1941 County Layout
Description of Land Takings

Note: The stations hereinafter mentioned are points on the base line of location of the 1941 County Layout on Belchertown Road.

PARCEL NO. 1 A parcel of land owned by Mikolaj Kiernicki et ux located on the southeasterly side of the Belchertown Road, so called, between stations 0+13+ and 1+70+. Said parcel comprises a portion of the land registered at the Land Court in Boston (Case No. 16,103) and recorded in the registered land division of the Registry of Deeds at Springfield under Certificate No. 2870. The parcel hereby taken is bounded as follows: southeasterly by remaining land of said Kiernicki about 152 feet, and northwesterly by the Belchertown Road about 153 feet; containing about 115 square feet.

PARCEL NO. 2. A parcel of land owned by Mikolaj Kiernicki et ux, located on the southeasterly side of the Belchertown Road, so called, between stations 2+65+ and 7+08+. Said parcel comprises a portion of the land registered at the Land Court in Boston (Case No. 16,103) and recorded in the Registered Land Division of the Registry of Deeds at Springfield under Certificate No. 2870. The parcel hereby taken is bounded as follows: southeasterly by remaining land of said Kiernicki about 434 feet; southerly by land now or formerly of H. Terry et al about 9 feet; and northwesterly by the Belchertown Road about 443 feet; containing about 3590 square feet.

PARCEL NO. 3 A parcel of land owned by Mikolaj Kiernicki et ux, located on the northwesterly side of the Belchertown Road, so called, between stations 7+01+ and 7+39+. Said parcel comprises a portion of the land registered at the Land Court in Boston (Case No. 16,103) and recorded in the Registered Land Division of the Registry of Deeds in Springfield under Certificate No. 2870. The parcel hereby taken is bounded as follows: Northwesterly by remaining land of said Kiernicki about 38 feet; easterly by Belchertown Road about 33 feet; and southerly by land now or formerly of H. Terry et al about 9 feet; containing about 135 square feet.

PARCEL NO. 4. A parcel of land supposed to be owned by H. Terry and M. Byrne, located on the southeasterly side of the Belchertown Road, so called, between stations 7+01+ and 10+00+, bounded as follows: southeasterly by remaining land of said H. Terry et al about 295 feet; northwesterly by Belchertown Road about 289 feet; and northerly by land now or formerly of M. Kiernicki about 9 feet; containing about 1300 square feet.

PARCEL NO. 5. A parcel of land supposed to be owned by H. Terry and M. Byrne, located on the northwesterly side of Belchertown Road, so called, between stations 7+33+ and 9+63+, bounded as follows: northwesterly ^{by remaining} land of said H. Terry et al about 228 feet; northerly by land now or formerly of M. Kiernicki about 9 feet; and southeast-square erly by Belchertown Road about 235 feet; containing about 670 ^{square} feet.

PARCEL NO. 6. A parcel of land supposed to be owned by H. Terry and M. Byrne, located on the westerly side of Belchertown Road, so called, between stations 10+55+ and 19+26+, bounded as follows: westerly by remaining land of said H. Terry et al about 878 feet;

easterly by Belchertown Road about 873 feet; and southerly by land now or formerly of H. Klempa about 8 feet; containing about 5,875 square feet.

PARCEL NO. 7. A parcel of land supposed to be owned by H. Terry and M. Byrne, located on the easterly side of the Belchertown Road, so called, between stations 13+00₊ and 19+20₊, bounded as follows: easterly by remaining land of said H. Terry et al about 617 feet; southerly by land now or formerly of H. Klempa about 3 feet; and westerly by the Belchertown Road about 617 feet; containing about 3,000 square feet.

PARCEL NO. 8 A parcel of land supposed to be owned by H. Klempa, located on the easterly side of the Belchertown Road, so called, between stations 19+20₊ and 28+16₊, bounded as follows: easterly by remaining land of said Klempa about 894 feet; westerly by Belchertown Road about 895 feet; and northerly by land now or formerly of H. Terry et al about 3 feet; containing about 4600 square feet.

PARCEL NO. 9 A parcel of land supposed to be owned by H. Klempa, located on the westerly side of Belchertown Road, so called, between stations 19+25₊ and 30+51₊, bounded as follows: westerly by remaining land of said Klempa about 1127 feet; northerly by land now or formerly of H. Terry et al about 8 feet; and easterly by Belchertown Road about 1130 feet; containing about 6,050^{square}/feet.

PARCEL NO. 10. A parcel of land supposed to be owned by H. Klempa, located on the easterly side of Belchertown Road, so called, between stations 28+59₊ and 30+81₊, bounded as follows: easterly by remaining land of said Klempa about 218 feet; southerly by land now or formerly of A. Reynolds, Jr., about 3 feet; and westerly by Belchertown Road about 219 feet; containing about 800 square feet.

PARCEL NO. 11 A parcel of land supposed to be owned by A. Reynolds, Jr., located on the easterly side of Belchertown Road, so called, between stations 30+81₊ and 31+87₊, bounded as follows: easterly by remaining land of said Reynolds about 106 feet; westerly by Belchertown Road about 106 feet; and northerly by land now or formerly of H. Klempa about 3 feet; containing about 265 square feet.

PARCEL NO. 12 A parcel of land supposed to be owned by A. Reynolds, Jr., located on the westerly side of Belchertown Road, so called, between stations 32+00₊ and 35+35.68, bounded as follows: westerly by remaining land of said Reynolds about 330 feet; easterly by Belchertown Road about 332 feet; and southerly again by remaining land of said Reynolds about 12 feet; containing about 2,380 square feet.

PARCEL NO. 13. A parcel of land supposed to be owned by A. Reynolds, Jr., located on the easterly side of Belchertown Road, so called, between stations 33+88₊ and 35+35.68, bounded as follows: easterly by remaining land of said Reynolds about 153 feet; southerly again by remaining land of said Reynolds about 1.5 feet; and westerly by Belchertown Road about 152 feet; containing about 415 square feet.

The layout/relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds and Clerk of Courts' office, also in the Town Clerk's Office, and marked as follows:

The Commonwealth of Massachusetts

PLAN OF ROAD

in the Town of

LUDLOW

HAMPDEN COUNTY

Laid out by the

COUNTY COMMISSIONERS

Scale: 40 feet to the inch

Office of Mass. Dep't. of Public Works - 100 Nashua St., Boston,-
Dec. 18, 1941.

AND the owners of the land over which said highway is thus laid out/relocated are allowed until the first day of September next to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:

Mikolaj Kiernicki, et ux	\$ 1.00
Mikolaj Kiernicki, et ux	1.00
Mikolaj Kiernicki, et ux	1.00
H. Terry and M. Byrne	1.00
H. Terry and M. Byrne	1.00
H. Terry and M. Byrne	1.00
H. Terry and M. Byrne	1.00
H. Klempa	1.00
H. Klempa	1.00
H. Klempa	1.00
A. Reynolds, Jr.,	1.00
A. Reynolds, Jr.,	1.00
A. Reynolds, Jr.,	1.00

Payment to be made to the several parties damaged to the amount that may be found to be their due, by the Town of Ludlow, when entry is actually made upon the premises for highway purposes.

Any work required to be done in the carrying out of said order, to be done and performed by the Town of Ludlow, and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

All land, grade, drainage and other legal damages shall be paid by the Town of Ludlow.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

HAMPDEN, SS: COUNTY COMMISSIONERS' MEETING July 22, 1942

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

HAMPDEN, Selectmen of the Town of, Petrs., for specific repairs on Main Street and East Longmeadow Road, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Hampden in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening, and otherwise repaired as may be necessary; the work to begin on Main Street at the junction of North Monson and Scantic Roads, and extending in a westerly direction to Hatch's Store, for a distance of about 3700 feet.

The work to begin on East Longmeadow Road at sta 0+0, East Long. line, to junction of Allen Street, sta 63+50, in an easterly direction for a distance of 6350 feet, more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 4th day of April 1942.

Neil S. Kibbe

John J. Flynn

William Burns

SELECTMEN OF THE TOWN OF HAMPDEN

The foregoing petition was entered on the twenty-first day of April, 1942 and due proceedings having been had thereon, on the ~~nineteenth~~ ^{final} day of August, 1942, said Commissioners file the following ~~decree~~ ^{final} decree.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 19, 1942

On the petition of the Selectmen of the Town of Hampden for specific repairs on Main Street and East Longmeadow Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the

the said Commissioners did on the twelfth day of August, A. D. 1942, hear all parties interested at the Town Hall in Hampden and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways as follows:

East Longmeadow Road, beginning at station 0+0 and extending in an easterly direction to station 63+50, a distance of 6,350 feet,-

Main Road, beginning AT STATION 138+0 and extending in an easterly direction to station 178+00, a distance of 4,000 feet, -

these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FOUR HUNDRED DOLLARS (\$400.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Hampden.

Thos. J. Costello	}	County Commissioners of the County of Hampden
Charles W. Bray		
Edward J. Stapleton		

Selectmen of
Petr. for
specific repairs
on Chester
Hill Road,
Middlefield
Road, and
East River
Road, and

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Chester in said County that common convenience and necessity require that the following highways be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary:

Highway known as Chester Hill Road leading from Huntington to Middlefield the work to begin at station 80+00 and extend in a Northerly direction to station 254+00, more or less,

Highway known as Middlefield Road leading from Chester to Middlefield the work to begin at station 0+0 and extend in a Northerly direction to station 35+00, more or less,

Highway known as East River Road leading from Huntington to Middlefield the work to begin at station 0+0 and extend in a Northerly direction to station 10+00, more or less,

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Chester, Selectmen of the Town of, Petr. for specific repairs on Chester Hill Road, Middlefield Road and East River Road, and for aid.

Dated this 11th day of May 1942

Thomas Rose

Leon J. Kelso

Joseph T. Zisk

Selectmen of the Town of Chester

The foregoing petition was entered on the thirteenth day of May, 1942 and due proceedings having been had thereon, on the nineteenth day of August, 1942, said Commissioners file the following ^{final} decree.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 19, 1942

On the petition of the Selectmen of the Town of Chester for specific repairs on Chester Hill Road, Middlefield Road and East River Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1942, hear all parties interested at the Town Hall in Chester and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways as follows:

Chester Hill Road, beginning at station 80+0 and extending in a northwesterly direction to station 254+0, a distance of 17,400 feet,-

Middlefield Road, beginning at station 0+0 and extending in a northerly direction to station 35+0, a distance of 3,500 feet,-

East River Road, beginning at station 0+0 and extending in a northerly direction to station 10+0, a distance of 1,000 feet,-

these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Chester.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

} County
} Commissioners
} of the County
} of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Blandford in said County that common convenience and necessity require that the following highways be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary:

Blandford, Selectmen of the Town of, Petrs. for specific repairs on Otis Stage Road and Russell Road, and for aid.

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Highway known as Otis Stage Road leading from Blandford to Otis the work to begin at station 0+0 and extend in an easterly direction to station 127+00, more or less,

Highway known as Russell Stage Road leading from Blandford to Russell the work to begin at station 91+00 and extend in an easterly direction to station 117+00, more or less,

Highway known as Russell Stage Road leading from Blandford to Russell the work to begin at station 42+00 and extend in an easterly direction to station 59+00, more or less,

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 15th day of May 1942

W. V. Bodurtha

N. L. Haines

L. N. Mason

Selectmen of the Town of Blandford

The foregoing petition was entered on the twenty-seventh day of May, 1942 and due proceedings having been had thereon, on the nineteenth day of August, 1942, said Commissioners file the following final decree:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 19, 1942

On the petition of the Selectmen of the Town of Blandford for specific repairs on Otis Stage Road and Russell Stage Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1942, hear all parties interested at Ripley's Store on the Main Road in Blandford and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on Otis Stage Road beginning at station 0+0 and extending in an

easterly direction to station 127+0, a distance of 12,700 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed EIGHT HUNDRED DOLLARS (\$800.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Blandford.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

} County
Commissioners
of the County
of Hampden

Edwin H. Davis,
Petitioner for
abatement of taxes
on real estate situa-
ted in the Town of
Monson.

THE COMMONWEALTH OF MASSACHUSETTS

COMMISSIONERS, HAMPDEN COUNTY

EDWIN H. DAVIS, APPELLANT

BOARD OF ASSESSORS, TOWN OF MONSON, APPELLEE

1. This is an appeal from the refusal of the appellee to abate a tax for the year 1941, assessed on real estate owned by the appellant in the Town of Monson.
2. On January 1, 1941, the appellant was the owner of a parcel of real estate situated at Monson and consisting of one family house, garage on plot of land 1/4 acre on State Avenue, and 10 7/8 acres of pasture land in Monson, aforesaid. Described in tax books for the Town of Monson.
3. This property, consisting of the one family house, is occupied by the appellant in whole or in part as his dwelling.
3. The appellee valued the property at \$2650.00 and assessed to Edwin H. Davis a tax thereon, at the rate of \$52.00 per \$1,000, in the amount of \$137.80.
4. The tax was paid on October 16th, 1941.
5. On September 24th, 1941, the appellant applied in writing to the appellee, on a form approved by the Commissioner of Corporations and Taxation, for an abatement of the tax, including in his application a sufficient description of the particular real estate as to which an abatement was requested; and on December 13th, 1941, received written notice from the appellee of its decision refusing to abate the tax.
6. The appellant is aggrieved by the decision of the appellee and objects thereto on the ground that the property was overvalued by the appellee. The appellant claims that the fair cash value of the property assessed was \$1575.00, that it was overvalued to the extent of \$1075.00 and that he is entitled to an abatement of his tax in the amount of \$55.90.

7. Service of papers in connection with this appeal may be made on William F. O'Connor, Attorney, addressed to William F. O'Connor, Attorney, Caryl Building, Palmer, Massachusetts.

By Edwin H. Davis
William F. O'Connor
His Attorney

The following Notice of election to have complaint heard by County Commissioners was filed on the eleventh day of March, 1942.

BOARD OF ASSESSORS
Monson, Massachusetts
March 10, 1942

The County Commissioners
Court House,
Elm Street,
Springfield, Mass.

In Re: Edwin Davis
vs
Assessors of the Town
of Monson

This will confirm my conversation with you this afternoon, that the Board of Assessors of the Town of Monson are content to have the County Commissioners hear the above entitled cause and do not desire that it be removed to the Board of Tax Appeal.

Very truly yours,
William H. Anderson
Town Counsel

The foregoing petition was entered on the tenth day of February, 1942 and due proceedings having been had thereon on the twenty-fourth day of June, 1942, said Commissioners file the following Finding and Order:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting - June 24, 1942

In the matter of the complaint of Edwin H. Davis of Monson, Massachusetts, representing that he is aggrieved by the refusal of the Assessors of the Town of Monson to abate his tax for the year 1941 on certain property of his on 170 State Avenue in said Monson, to wit:

1. Pasture Land assessed for \$800.00
2. Other Land assessed for \$150.00
3. A garage assessed for \$100.00
4. A house assessed for \$1600.00

the Commissioners, after hearing the parties and viewing the premises, find as follows:

1. That the pasture land assessed for \$800.00 is overrated in the amount of \$300.00.
2. That the other land assessed for \$150.00 is not overrated.

3. That the garage assessed for \$100.00 is not overrated.
4. That the house assessed for \$1,600.00 is overrated in the amount of \$200.00

and it is hereby ORDERED that the assessments above set forth be abated in accordance with the findings herein stated so that they will be as follows:

- | | |
|-----------------|-----------|
| 1. Pasture Land | \$500.00 |
| 2. Other Land | \$150.00 |
| 3. A Garage | \$100.00 |
| 4. House | \$1400.00 |

It is further ORDERED that costs be awarded to neither party.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

COUNTY COMMISSIONERS OF THE COUNTY
OF HAMPDEN

Commissioner Charles W. Bray dissented.

UNITED ELECTRIC
LIGHT COMPANY, Petrs.
for abatement of
taxes on real estate
and personal property
in the Town of West
Springfield.

COMMONWEALTH OF MASSACHUSETTS
BOARD OF COUNTY COMMISSIONERS OF THE
COUNTY OF HAMPDEN

UNITED ELECTRIC LIGHT COMPANY,
APPELLANT

v.

BOARD OF ASSESSORS OF THE TOWN OF
WEST SPRINGFIELD,
Appellee

APPEAL FROM REFUSAL TO ABATE TAX

1. This is an appeal from the refusal of the Appellee to abate a tax for the year 1941, assessed on real estate and personal property owned by the Appellant in the Town of West Springfield.

2. On January 1, 1941, the Appellant was the owner of certain real estate and personal property situated in the Town of West Springfield, and including real estate, motor vehicles, trailers, machinery, poles, underground conduits, wires, and pipes. The Appellant has duly brought in to the Appellee a true list of its personal estate as required by General Laws (Ter. Ed.) Chapter 59, Section 61.

3. The Appellee valued the above described property at \$1,085,644, and assessed to the Appellant a tax thereon, with the exception of motor vehicles valued at \$310, at the rate of \$33 per \$1,000, in the amount of \$35,816.02. The tax was paid on October 29, 1941.

4. The tax assessed to the Appellant with respect to the said motor vehicles was \$11.41, and this tax was paid on March 15, 1941.

5. On or about October 30, 1941, the Appellant received from the Commissioner of Corporations and Taxation (hereinafter called

the "Commissioner") a notification dated October 29, 1941, a copy of which marked "A" is attached hereto and made a part hereof. Said notification was given pursuant to the provisions of Section 68A of Chapter 63 of the General Laws (Ter. Ed.). The appellant was subsequently advised by the Commissioner that in determining the amount of the Appellant's corporate franchise tax for the year 1941 the Commissioner had found the value of the aforesaid property of the Appellant to be \$22,000 less than the amount at which said property was assessed and taxed by the Appellee, and had deducted only said small value so determined by him from the true value of the Appellant's corporate franchise as found by him.

6. Pursuant to the provisions of the aforesaid Section 68A, the Appellant thereupon on November 17, 1941, made application in writing to the Appellee, on a form approved by the Commissioner, for an abatement of the aforesaid tax assessed by the Appellee, but the Appellee has taken no action on said application although more than four (4) months have elapsed since the making thereof. Also pursuant to the provisions of the aforesaid Section 68A the Appellant now makes this appeal to this Board and concurrently with the filing hereof has mailed to the Commissioner a notice of such filing and a copy hereof.

7. The Appellant is aggrieved by the failure of the Appellee to abate the aforesaid tax and objects thereto on the ground that without such abatement the Appellant will be illegally and improperly subjected to double taxation on its aforesaid real and personal property to the extent of that portion of the value thereof as determined by the Appellee (namely, \$22,000) which is not deducted by the Commissioner from the value of the Appellant's corporate franchise in determining the Appellant's corporate franchise tax.

8. The Appellant prays that a hearing may be had upon this petition and that such portion of the tax as may be determined to be excessive be abated, and for such further relief as may be proper.

9. Service of papers in connection with this appeal may be made on David R. Pokross, addressed to 201 Devonshire Street, Boston, Massachusetts, (Telephone Hubbard 5562).

Joseph F. Lyons Treasurer

"A"

COPY

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF CORPORATIONS AND TAXATION
STATE HOUSE
BOSTON

October 29, 1941

United Electric Light Company
73 State Street
Springfield, Massachusetts

Gentlemen:

June Meeting 1942

Pursuant to the provisions of Section 68A of Chapter 63 of the General Laws you are hereby notified that as Commissioner of Corporations and Taxation I have determined that the value of the works, structures, real estate, motor vehicles, trailers, machinery, poles, underground conduits, wires and pipes owned by the above names corporation and subject to local taxation as of January 1, 1941 is less than the value thereof as determined by the assessors where it is situated. The value as determined by me is \$12,331,499.

Very truly yours,

S/ Henry F. Long
Commissioner of Corporations
and Taxation

NOTICE OF ELECTION NOT TO BE HEARD BY THE APPELLATE TAX BOARD

June 10, 1942

Town of West Springfield, Massachusetts

Commissioners of Hampden County
37 Elm Street,
Springfield, Massachusetts

Gentlemen:

In accordance with Section 64 of Chapter 59 of the General Laws, we hereby notify you that we do not elect to have the application of the United Electric Light Company for abatement of the 1941 tax assessed on real and personal property in West Springfield heard by the Appellate Tax Board.

Yours very truly,

R. A. Sibley

Frederick C. Steele

Ralph E. Fullam

Board of Assessors

FCS:AEG

FINDING AND ORDER

Signed and Filed
on July 15, 1942

COMMONWEALTH OF MASSACHUSETTS
BOARD OF COUNTY COMMISSIONERS OF THE
COUNTY OF HAMPDEN

UNITED ELECTRIC LIGHT COMPANY,
Appellant

v.

BOARD OF ASSESSORS OF THE TOWN OF
WEST SPRINGFIELD,
Appellee

This is a complaint, pursuant to the provisions of Section 68A of Chapter 63 of the General Laws (Ter. Ed.), from the refusal of the Appellee to abate taxes for the year 1941 assessed on real estate and personal property owned by the Appellant and situated in the Town of West Springfield.

At a hearing held in the Hampden County Commissioners' office on July 1, 1942, there was evidence presented by both parties tending to show the following:

That on October 30, 1941 the Appellant received from the Commissioner of Corporations and Taxation a notification dated October 29, 1941 in which it was informed that he as Commissioner of Corporations and Taxation, had determined that the value of the works, structures, real estate, motor vehicles, trailers, machinery, poles, underground conduits, wires and pipes, owned by the Appellant and subject to local taxation in the Town of West Springfield as of January 1, 1941, was less than the value thereof as determined by the Assessors of the Town of West Springfield, and that the value as determined by him was \$12,331,449. Subsequent to the receipt of this letter, at the request of counsel for the Appellant, the Commissioner of Corporations and Taxation informed the Appellant that he had determined the value of the works, structures, real estate, motor vehicles, trailers, machinery, poles, underground conduits, wires and pipes of the Appellant located in the Town of West Springfield as of January 1, 1941, to be the sum of \$1,063,644;

That on November 17, 1941 the Appellant filed an application for abatement in the amount of \$22,000 with the Board of Assessors of the Town of West Springfield on a form approved for this purpose by the Commissioner of Corporations and Taxation. On November 21, 1941 the Appellant notified the Commissioner of Corporations and Taxation of the filing of this application for abatement.

A period of four months elapsed without any action being taken on this application by the Appellee. On June 4, 1942 the Appellant filed with the Clerk of the County Commissioners of Hampden County the appeal for abatement of taxes that is before us in the present case. On the same date, the Appellant notified the Commissioner of Corporations and Taxation of the filing of this appeal;

That the Appellee has valued the works, structures, real estate, motor vehicles, trailers, machinery, poles, underground conduits, wires and pipes owned by the Appellant and subject to local taxation, by the Town of West Springfield, as of January 1, 1941 in the sum of \$1,085,954, of which the sum of \$620 represented motor vehicles, and the Appellant has paid the Appellee the taxes assessed thereon.

The Commissioners, after hearing the parties and considering the evidence presented, find that the valuation of the aforesaid property in the sum of \$1,085,954 by the Appellee is not over-rated but is correct and that this sum of \$1,085,954 is the fair cash value of this property as of January 1, 1941; and it is therefore

ORDERED that the complaint of the Appellant be and the same is hereby dismissed, with costs awarded to neither party.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

COUNTY COMMISSIONERS OF
THE COUNTY OF HAMPDEN.

Wilbraham, Selectmen
of the Town of, Petrs.
for specific repairs
on Ludlow Road and
for aid.

29

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that the highway leading from Wilbraham to Ludlow and known as Ludlow Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at sta 0+0, Springfield line, and extend in a southeasterly direction to sta 27+0, junction of Stony Hill Road, a distance of 2700 feet more or less.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with appropriation from the State and Town.

Dated this 6th day of July, 1942

George E. Murphy, Jr.

L. Loring Brooks, Jr.

Selectmen of the Town of Wilbraham

The foregoing petition was entered on the eighth day of July, 1942, and due proceedings having been had thereon, on the nineteenth day of August, 1942, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting August 19, 1942

On the petition of the Selectmen of the Town of Wilbraham for specific repairs on Ludlow Road and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of August, A. D. 1942, hear all parties interested at the Town Hall in Wilbraham and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway beginning at station 0+0 and extending in a southeasterly direction to station 27+00, a distance of 2700 feet; these repairs to be made

according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wilbraham.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that specific repairs be made on the highway leading from East Longmeadow to Hampden and known as Hampden Road or South Main Street, beginning at the end of the 1941 surface treatment at sta 60+25, and extending northwesterly through sta 0+0 = sta 152+60, to sta 107+85, which is the junction of Callender Ave., a distance of 10,500 feet.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this seventh day of July 1942.

Lloyd C. Clark

Leo D. Glynn

John E. O'Toole

Selectmen of the Town of East Longmeadow.

The foregoing petition was entered on the ninth day of July, 1942, and due proceedings having been had thereon, on the nineteenth day of August, 1942, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 19, 1942

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Hampden Road or South Main Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the

EAST LONGMEADOW.
Selectmen of the
Town of, Petrs.
for specific
repairs on Hampden
Road or South Main
Street and for aid

said Commissioners did on the twelfth day of August, A. D. 1942, hear all parties interested at the Town Hall in East Longmeadow and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway beginning at station 60+25 and extending in a northwesterly direction to station 0+0 = station 152+60 to station 107+85, a distance of 10,500 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of East Longmeadow.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

LONDMEADOW, Selectmen of the Town of, Petrs. for specific repairs on Williams Street and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Longmeadow in said County, that common convenience and necessity require that the highway leading from Longmeadow to East Longmeadow and known as Williams Street, be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 23+79 and extend in an easterly direction to station 134+92, East Longmeadow line, a distance of 11,113 feet more or less.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 6th day of July 1942.

<u>Clarence White</u>
<u>Edwin S. Munson</u>
<u>J. Bushnell Richardson, Jr.</u>

Selectmen of the Town of Longmeadow

The foregoing petition was entered on the ninth day of July, 1942, and due proceedings having been had thereon, on the nineteenth day of August, 1942, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 19, 1942

On the petition of the Selectmen of the Town of Longmeadow for specific repairs on Williams Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of August, A. D. 1942, hear all parties interested at the Town Hall in Longmeadow and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway beginning at station 23+79 and extending in an easterly direction to station 134+92, a distance of 11,113 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Longmeadow a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Longmeadow.

<u>THOS. J. COSTELLO</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary:

Granby Road leading from Granville to Granby, Conn., the work to begin at station 58+0 and extend in a northerly direction to station 112+0, a distance of 5400 feet more or less.

Main Road leading from Southwick to Tolland, the work to begin at Southwick line, sta 0+0 to sta 215+0 = sta 21+0 to sta 0+0 to sta 73+78 = sta 23+0 to sta 0+0 to sta 130+43, which is the Tolland line, westerly direction, a distance of 46,321 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 6th day of July 1942.

Nels H. Olsen
Buell S. Dickinson
Walter A. Phelon
 Selectmen of the Town of Granville

GRANVILLE, SELECTMEN of the Town of, Petrs. for specific repairs on Granby Road and Main Road, and for aid.

The foregoing petition was entered on the ninth day of July, 1942 and due proceedings having been had thereon, on the nineteenth day of August, 1942, said Commissioners file the following Final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 19, 1942

On the petition of the Selectmen of the Town of Granville for specific repairs on Granby Road and Main Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1942, hear all parties interested at the Town Hall in Granville and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways as follows:

Granby Road, beginning at station 58+0 and extending in a northerly direction to station 112+0, a distance of 5,400 feet,-

Main Road, beginning at station 0+0 and extending in a westerly direction to station 215+0 = from station 21+0 to station 0+0 to station 73+78 = from station 23+0 to station 0+0 to station 130+43, a distance of 46,321 feet,-

these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Granville.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Southwick in said County, that common convenience and necessity require that the highway leading from Southwick to Agawam and known as Feeding Hills Road (auto route 57), be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at sta 30+0, junction of Route 10, and extend in an easterly direction to Agawam line, sta 194+88, a distance of 16,488 feet more or less.

SOUTHWICK, Selectmen of
the Town of, Petrs.
for specific repairs
on Feeding Hills Road

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this seventh day of July 1942.

Henry D. Altobello

James W. Phelps

Albert F. Johnson

The foregoing petition was entered on the tenth day of July, 1942, and due proceedings having been had thereon, on the nineteenth day of August 1942, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 19, 1942

On the petition of the Selectmen of the Town of Southwick for specific repairs on Feeding Hills Road (auto route 57), and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1942, hear all parties interested at the Town Hall in Southwick and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway beginning at station 30+0 and extending in an easterly direction to station 194+88, a distance of 16,488 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Southwick.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

} County
Commissioners
of the County
of Hampden

June Meeting 1942

MONTGOMERY, Selectmen
of the Town of, Petrs.
for specific repairs
on Main Road, in two
sections, and for aid.

34

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Montgomery in said County, that common convenience and necessity require that the highway leading from Montgomery to Huntington and known as Main Road be specifically repaired as may be necessary, the work to be done in two sections:

From station 149 to station 206

and

From station 242 to station 245

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Tenth day of July 1942

Walter D. Allyn

Myron E. Kelso

Andrew J. Hall

Selectmen of the Town of Montgomery

The foregoing petition was entered on the thirteenth day of July 1942, and due proceedings having been had thereon, on the nineteenth day of August, 1942, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 19, 1942

On the petition of the Selectmen of the Town of Montgomery for specific repairs on Main Road, in two sections, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1942, hear all parties interested at the Town Hall in Montgomery and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway beginning at station 171+50 and extending in a northwesterly direction to station 203+50 and from station 242+0 to station 245+0, a distance of 3,500 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file in this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Montgomery.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Agawam in said County, that common convenience and necessity require that the highway leading from Southwick to Springfield and known as Southwick and Springfield Streets (auto route 57), be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Southwick Town Line, sta 0+0 and extend in an easterly direction to junction of Walnut Street, sta 255+0, a distance of 25,500 feet more or less.

AGAWAM, Selectmen of the Town of, Petrs. for specific repairs on highway leading from Southwick to Springfield and known as Southwick and Springfield Streets (auto route 57), and for aid.

35

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 10th day of July 1942.

Edward W. Talmadge

Giles W. Halladay

Herman A. Cordes

Selectmen of the Town of Agawam

The foregoing petition was entered on the fifteenth day of July 1942, and due proceedings having been had thereon, on the nineteenth day of August, 1942, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 19, 1942

On the petition of the Selectmen of the Town of Agawam for specific repairs on highway leading from Southwick to Springfield and known as Southwick and Springfield Streets (auto route 57), and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1942, hear all parties interested at the Junction of Walnut and Springfield Streets in Agawam and did adjudge that specific repairs should be

made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway beginning at station 0+0 and extending in an easterly direction to station 255+0, a distance of 25,500 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Agawam.

<u>THOS. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

LUDLOW, Selectmen of the Town of, Petrs. for repairs (painting) to that portion of Putts Bridge in the Town of Ludlow, and for aid.

36

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT that the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that that portion of the bridge belonging to the Town of Ludlow, - said bridge being situated between the City of Springfield, Hampden County, Massachusetts, and the Town of Ludlow, Hampden County, Massachusetts, and known as "Putts Bridge", be painted.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such repairs (painting) and may determine and specify such painting and order same to be done, and that said County contribute to the expense of said painting together with an appropriation from the State and Town.

DATED this 21st day of July, 1942.

	Chairman
<u>Alfred E. Randall,</u>	Board of
<u>Aldie J. Latourneau</u>	Selectmen
Ludlow, Massachusetts	

The foregoing petition was entered on the twenty-second day of July, 1942, and due proceedings having been had thereon, on the second day of September, 1942, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 2, 1942

On the petition of the Selectmen of the Town of Ludlow for repairs (painting) that portion of Putts Bridge in the Town of Ludlow, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of August, A. D. 1942, hear all parties interested at the Ludlow End of Putts Bridge in Ludlow and did adjudge that repairs and painting should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order repairs and painting made on said bridge over the Chicopee River. The work shall consist of painting and repairing that part of Putts Bridge which is in the town of Ludlow as directed by the Engineer and in accordance with the applicable requirements of Section C. These repairs and painting to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs and painting to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing and painting of this bridge.

All damages sustained by any person by reason of said repairs and painting on this bridge shall be paid by the Town of Ludlow.

Thos. J. Costello }
 Charles W. Bray } County
 Edward J. Stapleton } Commissioners
 of the County
 of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of HOLLAND in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the proposed work to be confined to the limits as specified by the stations and distances below:

Name of Road	Route No.	Leading from	to Sta.	Sta. to Sta.	Length Ft.	Direction
Brimfield Rd.		Brimfield	Holland	0+00-104+50	10450	South
Mashapaug Rd.		Holland	Union, Ct.	104+50-260+75	15625	"
E. Brimfield Road		"	E. Brimfield	0+00-25+00	2500	N. E.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 3rd day of August 1942.

Arthur R. Phenner }
 James W. Davis, Clerk }
 Karl G. Bopp }

SELECTMEN OF THE TOWN OF HOLLAND

HOLLAND, Selectmen of the Town of, Petrs. for specific repairs on Brimfield, Mashapaug and East Brimfield Roads and for aid.

The foregoing petition was entered on the twenty-second day of August, 1942, and due proceedings having been had thereon, on the thirtieth day of September, 1942, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 30, 1942

On the petition of the Selectmen of the Town of Holland for specific repairs on Brimfield, Mashapaug and East Brimfield Roads and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of September, A. D. 1942, hear all parties interested at the Town Hall in Holland and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways:

Brimfield Road beginning at station 0+00 and extending in a southerly direction to station 104+50, a distance of 10,450 feet,-

Mashapaug Road beginning at station 104+50 and extending in a southerly direction to station 260+75, a distance of 15,625 feet, -

East Brimfield Road beginning at station 0+00 and extending in a northeasterly direction to station 25+00, a distance of 2,500 feet,-

these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.00 towards the repairing of these roads.

All damages sustained by any person or corporation by reason of said repairs on these roads shall be paid by the Town of Holland.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

} County
Commissioners
of the County
of Hampden

WALES, Selectmen of the Town of, Petrs. for specific repairs on Monson Road, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully Represent the undersigned, Selectmen of the Town of Wales in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the proposed work to be confined to the limits as specified by the stations and distances below:

June Meeting 1942

Name of Road	Rt. No.	Leading from	To Station to Sta.	Length ft.	Direction
Monson		Wales	Monson	0+00-157 15700	West

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 31th day of August 1942

George H. White

H. C. Chapin

SELECTMEN OF THE TOWN OF WALES

The Foregoing petition was entered on the twenty-fifth day of August, 1942, and due proceedings having been had thereon, on the thirtieth day of September, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 30, 1942

On the petition of the Selectmen of the Town of Wales for specific repairs on Monson Road and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of September, A. D. 1942, hear all parties interested at the Town Hall in Wales and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway beginning at station 0+00 and extending in a westerly direction to station 157+00, a distance of 15,700 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed THREE HUNDRED DOLLARS (\$300.00) towards the repairing of this road.

All damages sustained by any person or corporation by reason of said repairs on this road shall be paid by the Town of Wales.

Thomas J. Costello

Charles W. Bray

Edward J. Stapleton

} County
Commissioners
of the County
of Hampden

June Meeting 1942

BRIMFIELD, Selectmen of the Town of, Petrs for specific repairs on Brookfield, Warren and Holland Roads, and Road for aid.	Name of Road	Route No.	Leading from	Station to Station	Length Ft.	Direction
42	Warren Road		Brimfield Brookfield	0+00-144+00	14400	NE
			Brimfield Warren	0+00-160+82	16082	North
	Holland Rd.		Brimfield Holland	0+00-24+00 = 25+64-116+00	11436	SE

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this third day of August 1942

James H. Blair

Edwin F. Fenton

Cheney F. Newton

Selectmen of the Town of Brimfield

The foregoing petition was entered on the twenty-ninth day of August, 1942, and due proceedings having been had thereon, on the thirtieth day of September, 1942, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 30, 1942

On the petition of the Selectmen of the Town of Brimfield for specific repairs on Brookfield, Warren and Holland Roads, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of September, A. D. 1942, hear all parties interested at the Town Hall in Brimfield and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways:

Brookfield Road beginning at station 2+00 and extending in a northerly direction to station 144+00, a distance of 14,400 feet,-

Warren Road beginning at station 0+00 and extending in a northerly direction to station 160+82, a distance of 16,082 feet,-

Holland Road beginning at station 0+00 and extending in a southeasterly direction to station 24+00 and from station 25+64 to station 116+00, a distance of 11,436 feet,-

these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.)

June Meeting 1942

towards the repairing of these roads.

All damages sustained by any person or corporation by reason of said repairs on these roads shall be paid by the Town of Brimfield.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

County
Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the proposed work to be confined to the limits as specified by the stations and distances:

Name of Road	Route No.	Leading From	To	Station Station	Length Ft.	Direction
Thorndike St.	32	Main St. Rt. 20	Church St.	0+00-112+00	11200	North
Forest Lake Rd.		St. Hy. Rt. 32	High St.	0+00-132+50	13250	S.W.
Park St.	20	St. Hy. East	Thorndike St.	0+00-23+00	2300	East
Ludlow Rd.		Anderson Ave.	Wilbraham	0+00-75+00	7500	West
E. Main St.		Charles St.	High St.	3+97-54+00	5003	East
Bridge St.		Palmer	Monson	0+00-5+07	507	South
No. Main St.	30	Bondsville Rd.	Main St.	138+86-180+87	4201	W.
Belchertown Road		E. Main St.	town	0+00-24+40	2440	N.
Bondsville Rd.	181	N. Main St.	State St.	0+00-181+25	18125	N.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 29th day of July 1942

George B. Cheney

Daniel J. Dunn

Daniel W. O'Connor

The foregoing petition was entered on the twenty-ninth day of August 1942, and due proceedings having been had thereon, on the thirtieth of September, 1942, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting September 30, 1942

On the petition of the Selectmen of the Town of Palmer for specific repairs on Thorndike Street, Forest Lake Road, Park Street, Ludlow Road, East Main Street, Bridge Street, North Main Street, Belchertown Road and Bondsville Road, and for aid.

It appearing that all persons and corporations interested had been duly notified of the time and place of meeting, the said

PALMER, Selectmen of the Town of, .
Petrs. for specific repairs on Thorn-dike St., Forest Lake Road, Park St Ludlow Rd. E. Main St., Bridge St., No Main Street, Belcher-town Road and Bonds-ville Road, and for aid.

Commissioners did on the twenty-third day of September, A. D. 1942, hear all parties interested at the Town Hall in Palmer and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways:

Thorndike Street	from station	0+00	to station	112+00	-	11,200	feet
Forest Lake Road	" "	0+00	" "	132+50	-	13,250	"
Park Street	" "	0+00	" "	23+00	-	2,300	"
Ludlow Road	" "	0+00	" "	75+00	-	7,500	"
East Main Street	" "	3+97	" "	54+00	-	5,003	"
Bridge Street	" "	0+00	" "	5+07	-	507	"
North Main Street	" "	138+86	" "	180+87	-	4,201	"
Belchertown Road	" "	0+00	" "	24+40	-	2,440	"
Bondsville Road	" "	0+00	" "	181+25	-	18,125	"

these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Palmer.

Thos. J. Costello

Charles M. Bray

Edward J. Stapleton

} County
Commissioners
of the County
of Hampden

June 23, 1942

ORDER to arrest Louis W. Giguere of Springfield holder of a release on parole.

ORDER to arrest Francis Storey of Holyoke, holder of a release on parole.

Ordered that the sum of \$1,500. be paid from County Treasury to Town of Tolland for work done on Colebrook River Road. Case No. 16 - 1942

Order to arrestOrder to arrestOrdered

June 24, 1942

VOTED to award contract for furnishing the Jail and House of Correction with bituminous coal to CITY COAL CO. of SPRINGFIELD, INC.

VOTED to award contract for furnishing the Training School with bituminous and buckwheat coal to DANIEL P. HASKINS.

VOTED to award contract for furnishing the Training school with stove and nut coal mixed to BARRY COAL COMPANY.

Order to arrest Homer Trombly of Springfield, holder of a release on parole.

VOTED to increase salaries of certain County Employees, effective July 1, 1942

VOTED to increase salaries of certain employees on Mt. Tom State Reservation, effective July 1, 1942.

Voted to Award ContractVoted to Award ContractVOTED to Award ContractORDER to arrestVOTED to IncreaseVOTED to Increase

June 29, 1942

ORDER TO arrest Michael W. Denucci of Springfield, holder of a release on parole.

ORDER to Arrest

July 1, 1942

HENRY BISHOP - THADEUS KOROSTYNSKI - LEONARD POIRIER Released from Hampden County Training School - on parole

ORDERED that the order to arrest Francis Storey of Holyoke, holder of a release on parole, issued on the twenty-third day of June, 1942, is hereby revoked.

Released from Training School on ParoleORDERED

July 8, 1942

ORDER TO TRANSFER *(See Page 127)*

ORDER TO TRANSFER

July 15, 1942

ORDERED that the amount charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at Rutland, under contract, be charged to certain cities and towns in the Hospital District in the total amount of \$802.50 - to be paid to County Treasurer on or before August 15, 1942; also ORDERED that County Treasurer pay to Commonwealth of Massachusetts \$802.50 plus \$535.00, a total of \$1,337.50.

Rutland State Sanatorium Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 15, 1942.

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by a contract dated October 1, 1940 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under the date of October 9, 1939, be and the same is hereby charged to the Cities and Towns in the Hospital District in the following amounts:

June Meeting 1942

Chester	\$136.50
Chicopee	136.50
Holyoke	423.00
Palmer	106.50
	<u>\$802.50</u>

Said amount to be paid to the County Treasurer of the County of Hampden on or before August 15, 1942. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Eight Hundred and Two Dollars and Fifty Cents (\$802.50) plus the sum of Five Hundred and Thirty-five Dollars (\$535.00), a total of One Thousand Three Hundred and Thirty-seven Dollars and Fifty Cents (\$1,337.50).

Thos. J. Costello	} County Commissioners of the County of Hampden
Charles W. Bray	
Edward J. Stapleton	

ORDERED

July 15, 1942

ORDERED that the sum of \$294.61 which is balance of County's proportion of cost of work done on Pine Street, Route #187, be paid from County Treasury to Town of Agawam. Case No. 58 - 1941.

ORDERED

ORDERED that the sum of \$158.33 which is balance of County's proportion of cost of work done on bridge and approaches on South Monson Road be paid from County Treasury to Town of Hampden. Case No. 31 - 1941

ORDERED

ORDERED that the sum of \$373.03 which is balance of County's proportion of cost of work done on Wilbraham Road be paid from County Treasury to Town of Monson. Case No. 14 - 1942.

VOTED to increase

July 22, 1942

VOTED to increase the salary of Bernard T. J. Smyth and Roger F. Keleher, Probation Officers in the District Court of Springfield, effective July 1, 1942.

ORDER to Revoke
Parole

August 19, "

ORDER to revoke parole and to arrest and return RAYMOND E. Belville of Springfield to the House of Correction for violation of the conditions of his parole.

VOTED to Increase

August 26, 1942

VOTED to increase salaries of certain employees at the Hampden County Jail, effective August 1, 1942.

VOTED to Retain

VOTED to retain THOMAS H. CARTMILL, Master Mechanic, as a County Employee, until January 1, 1943, due to the emergency conditions requiring such employment, in accordance with Chap. 16 Acts. of 1942 (Special Session).

ORDERED

ORDERED, County Treasurer authorized and directed to pay \$1,914.04 to Town of Ludlow on acct. of County's proportion of cost of work done on Belcher-town Rd. Case No. 11 - 1942.

ORDER to Arrest

ORDER to arrest Charles L. Forgays of Springfield, holder of a release on parole. (see 8/31st)

ORDER to Arrest

ORDER to arrest Thomas Shingles of Holyoke, holder of a release on parole.

VOTED to Increase

VOTED to increase the salary of Thomas Reidy, Farm Foreman, at the Hampden County Training School, from \$110.00 to \$120.00 per month commencing September 1, 1942.

127-A

See:- June Meeting, 1942 - July 8, 1942 (Page 127)

June Meeting 1942

ORDER TO TRANSFER

COMMONWEALTH OF MASSACHUSETTS

Springfield, July 8, 1942

Hampden, ss:

Whereas in the judgement of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Miscellaneous Expenses including Insurance in said County, said County Commissioners hereby authorize the County to transfer from the account for Reserve Fund the sum of One Thousand Seven Hundred and Fifty dollars and 00 cents (\$1,750.00).

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved July 9, 1942.

/s/ Theodore N. Waddell
Director of Accounts

Thos. J. Costello }
Edward J. Stapleton } County
Commissioners

See:- October Meeting, 1942 - December 16, 1942 (Page 137)

October Meeting 1942

ORDER TO TRANSFER

COMMONWEALTH OF MASSACHUSETTS

Hampden, SS.

Springfield, December 16, 1942

Whereas in the judgement of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Unpaid bills of previous years in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of Fifty-five dollars and Eighty-nine cents (\$55.89) in addition to the dollars amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Dec. 18, 1942

Thos. J. Costello }
Charles W. Bray } County
Commissioners

Theodore N. Waddell
Director of Accounts



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

June Meeting 1942

August 31, 1942

ORDERED, that the order of the County Commissioners dated August 26, 1942 to revoke the parole of Charles L. Forrays, is hereby vacated. (see 8/26 th)

ORDERED TO
Revoke Parole

September 2, 1942

VOTED to amend salary vote of June 24, 1942 thereby changing the amount of increase in the salaries of Katharine A. Carney and Ruth R. Belding, Probation Officers in the District Court of Springfield, from \$60.00 to \$120.00 per year as of July 1, 1942.

VOTED to Amend
Salary Vote

ORDER to arrest Martin Sypek of Chicopee, holder of a release on parole.

ORDER to Arrest

Released from Hampden County Training School on parole.- HAROLD BURGESS - HERBERT COLLINS
SIDNEY SUSE

RELEASED from
Training School
on Parole

September 9, 1942

VOTED to award to County of Hampden Notes #751 to 762 incl. dated September 10, 1942, due November 9, 1942, aggregating \$200,000.00 to UNION TRUST COMPANY of Springfield, Mass., at .369% discount.

VOTED to Award

ORDERED that the amount charged County of Hampden by Comm. of Mass., State Sanatorium at Westfield, under contract, be charged to certain Cities and Towns in the Hospital District in the total amount of \$8,620.50; to be paid to County Treasurer on or before October 1, 1942; also ORDERED that County Treasurer pay to Comm. of Mass., \$8,620.50 plus \$5,747.00, a total of \$14,367.50

WESTFIELD STATE
SANATORIUM ACCOUNT

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 9, 1942.

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Chicopee	\$2802.00
Holyoke	2260.50
Ludlow	559.50
Monson	138.00
Palmer	618.00
Southwick	7.50
Westfield	1422.00
West Springfield	399.00
Wilbraham	414.00
	<u>\$8620.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before October 1, 1942. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Eight Thousand Six Hundred and Twenty Dollars and Fifty Cents (\$8620.50) plus the sum of Five Thousand Seven Hundred and Forty-Seven Dollars (\$5,747.00) a total of Fourteen Thousand Three Hundred and Sixty-seven Dollars and Fifty Cents (\$14,367.50).

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

} County
Commissioners
of the County
of Hampden

June Account 1942

ORDER to Arrest

September 9, 1942

ORDER to arrest Thomas H. Finn of Holyoke, holder of a release on parole.

ORDERED

September 16, 1942

ORDERED that the order to arrest Raymond E. Belville of Springfield, holder of a release on parole, issued January 14, 1942, is hereby revoked.

ORDER

ORDER to arrest Raymond Clune of Holyoke, holder of a release on parole.

ORDERED

ORDERED that the sum of \$41.91 be paid from County Treasury to Town of Agawam, which is the County's share of the overrun on the allotment, Ch. 90, for work done on Pine Street Bridge. Case No. 58 - 1941

ORDERED that the sum of \$693.66 which is balance of County's proportion of cost of work done on North Chicopee Street be paid from County Treasury to the City of Chicopee. Case No. 41 - 1940

ORDERED, County Treasurer authorized and directed to pay the sum of \$2,217.38 to Town of Ludlow on account of County's proportion of cost of work done on Belcher-Town Road. Case No. 11 - 1942.

RE-APPOINTMENT

RE-APPOINTMENT of Helen Z. Greeley as Third Assistant Clerk of the Courts for Hampden County, approved.

ORDERED

September 23, 1942

ORDERED that the sum of \$500.00 be paid from County Treasury to Town of Southwick for work done on Feeding Hills Road (auto route 57).

ORDER TO ARREST
holder of parole

ORDER TO ARREST holder of parole, DONALD WARNER Training School.

ORDER TO ARREST

September 30, 1942

ORDER TO ARREST MICHAEL MCNULTY of Holyoke, holder of a release on parole.

INSPECTION OF JAIL

INSPECTION of Jail in accordance with Section 1 of Chapter 126 of the General Laws.

Damages Done by Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

September 30, 1942

Hampden, ss:

Judgement is entered up according to reports, etc., and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

Charles M. Calhoun
CLERK.

for Oct meeting 1942

HELEN ZEBROWSKI Appellant
BOARD OF ASSESSORS OF THE CITY OF WESTFIELD. . . Appellee

TO THE HONORABLE THE BOARD OF COUNTY COMMISSIONERS
OF THE COUNTY OF HAMPDEN

ZEBROWSKI, HELEN -
Petr. for abatement
of taxes on real
estate (lot or tract
of land) situated
at No. 101 Meadow
Street in the City
of Westfield, Mass.

5

1. This is an appeal from the refusal of the Board of Assessors of the City of Westfield to abate a tax for the year 1934, assessed on real estate owned by HELEN ZEBROWSKI in the City of Westfield.
2. On April 1, 1934 Helen Zebrowski was the owner of a parcel of real estate situated at No. 101 Meadow Street and consisting of a lot or tract of land bounded and described as follows:

Beginning at the intersection of the Southerly side of Meadow Street with the Westerly line of White Street and running thence Southerly on said White Street Eight rods to a stake; thence running Westerly in a line at right angles with the last mentioned line Four rods to land now or formerly of one Barates; thence running Northerly on land now or formerly of said Barates Eight rods to Meadow Street; thence running Easterly on Meadow Street Four rods to the place of beginning.

3. The said Board of Assessors of the City of Westfield valued the property at \$35,000 and assessed to said Helen Zebrowski and Henry H. Snyder a tax thereon, at the rate of \$35.50 per \$1,000 in the amount of \$1242.50.
4. That said tax has been paid by the said Helen Zebrowski.
5. On November 19, 1934, said Helen Zebrowski applied in writing to the Board of Assessors of the City of Westfield, in a form approved by the Commissioner of Corporations and Taxation, for an abatement of the tax, including in her application a sufficient description of the particular real estate as to which an abatement was requested; and on February 27, 1935, received written notice from the Board of Assessors of the City of Westfield of its decision refusing to abate the tax.
6. Helen Zebrowski is aggrieved by the decision of the Board of assessors of the City of Westfield and objects thereto on the ground that the property was overvalued by the Board of Assessors of the City of Westfield.
7. Helen Zebrowski prays that a hearing may be had upon this petition and that such portion of the tax as may be determined to be excessive be abated, and for such further relief as may be proper.

8. Service of papers in connection with this appeal may be made on said Helen Zebrowski by addressing her attorney, John McN. Holmes, 1570 Main Street, Springfield, Massachusetts, Telephone 3-6222.

HELEN ZEBROWSKI

Helen Zebrowski

The foregoing petition was entered on the twenty-eighth day of March, 1942, and due proceedings having been had thereon, on the fourteenth day of October, 1942, said Commissioners file the following order, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1942

In the matter of the petition of Helen Zebrowski appealing from the refusal of the Assessors of the City of Westfield to abate certain real estate taxes on the property situated at 101 Meadow Street in the City of Westfield, it appearing that neither party has any present intention of prosecuting this case, it is ORDERED that the petition be and the same is hereby dismissed for lack of prosecution without costs to either party.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

} County
Commissioners
of the County
of Hampden

WHITINSVILLE SAVINGS
BANK, Petr. for
abatement of taxes
on real estate
situated at #2729 Main
St., and 3 to 7 Calhoun
Street in the City of
Springfield

COMMONWEALTH OF MASSACHUSETTS
BOARD OF COUNTY COMMISSIONERS OF THE
COUNTY OF HAMPDEN

WHITINSVILLE SAVINGS BANK,
Appellant

vs.

BOARD OF ASSESSORS OF THE CITY
OF SPRINGFIELD,
Appellee

APPEAL FROM REFUSAL TO ABATE TAX

1. This is an appeal from the refusal of the Appellee to abate a tax for the year 1940, assessed on real estate owned by the Appellant in the City of Springfield.
2. On January 1, 1940, the Appellant was the owner of certain real estate situated in the City of Springfield, known and designated as #2729 to 2725 and 2719 to 2711 Main Street and 3 to 7 Calhoun Street.
3. The Appellee valued the above described premises at \$44,000, and assessed to the Appellant a tax thereon at the rate of \$36.20 per \$1000, in the amount of \$1592.80.
4. The tax was paid on October 23, 1940.

WHITINSVILLE
BANK, Petr.
abatement of
taxes on real
estate situated
at #2729 Main
St., and 3 to 7
Calhoun Street
in the City of
Springfield

5. Pursuant to the provisions of Massachusetts General Laws, Chapter 59, and all other laws of the Commonwealth thereto appertaining, the Appellant thereupon, on September 25, 1940, made application in writing to the Appellee on a form approved by the Commissioner of Corporations and Taxation for the abatement of the aforesaid tax assessed by the Appellee, but the Appellee, in a communication dated December 9, 1940, notified the Appellant of the Appellee's refusal to abate the aforesaid tax.
6. The Appellant is aggrieved by the failure of the Appellee to abate the aforesaid tax and objects thereto on the ground that the property was over-valued by the Appellee. The Appellant claims that the fair cash value of the property assessed was \$42,000, that it was over-valued to the extent of \$2000, and that it is entitled to an abatement of its tax in the amount of \$72.40.
7. The Appellant prays that a hearing may be had upon this petition and that such portion of the tax as may be determined to be excessive may be abated, and for such further relief as may be proper.
8. Service of papers in connection with this appeal may be made on Troy T. Murray, addressed to 115 State Street, Springfield, Mass. (Tel. 2-7431).

WHITINSVILLE SAVINGS BANK,

By Troy T. Murray

The foregoing petition was entered on the seventh day of February, 1941, and due proceedings having been had thereon, on the fourteenth day of October, 1942, said Commissioners file the following order, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1942

In the matter of the petition filed by the Whitinsville Savings Bank appealing from the refusal of the Board of Assessors of the City of Springfield to abate the 1940 real estate tax on certain property known and designated as #2729 to 2725 and 2719 to 2711 Main Street and 3 to 7 Calhoun Street in the City of Springfield; the Appellant having filed a notice to the effect that the subject matter of the appeal had been adjusted by agreement with the said Assessors, it is hereby ORDERED that the appeal of said Whitinsville Savings Bank be and the same is hereby dismissed without costs to either party.

Thos J. Costello

Charles W. Bray

Edward J. Stapleton

COUNTY COMMISSIONERS OF THE COUNTY OF
HAMPDEN

LUDLOW, Selectmen
of the Town of,
Petr for specific
repairs on Belcher-
town Road and West
Street, and for aid

20

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:
RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town
of Ludlow, in said County, that common convenience and necessity
require that the following highways be specifically repaired by
grading, resurfacing or hardening and otherwise repaired as may
be necessary.

BELCHERTOWN ROAD: Leading from Station 43+0 to Belchertown,
a distance of approximately one-half mile, - in a Northerly direction.

WEST STREET: From Scott's Corner at the intersection of
Holyoke and West Streets, going in a Southerly direction on West
Street to the intersection of Cady and West Streets, - a distance
of approximately one mile.

WHEREFORE your petitioners pray your Honorable Board after
notice, view and hearing, may make such repairs and may determine
and specify such specific repairs and order them to be made, and
that said County contribute to the expense of said repairs together
with an appropriation from the State and Town.

DATED this 4th day of March, 1942.

	Board
<u>Stanley F. Kartz</u>	of
<u>Alfred E. Randall</u>	Selectmen, Ludlow, Mass.

The foregoing petition was entered on the sixth day of March, 1942,
and due proceedings having been had thereon, on the fourteenth day
of October, 1942, said Commissioners file the following order dis-
missing the petition, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1942

In the matter of the petition of the Selectmen of the Town of
Ludlow for specific repairs on Belchertown Road and West Street,
and for aid, the petitioners having requested on June 2, 1942 that
the work not be undertaken at this time, it is ORDERED that the
petition be and the same is hereby dismissed. (See correspondence
in folder No. 36 in 1942)

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

TOLLAND, Selectmen
of the Town of, Petr.
for specific repairs
on New Boston Road
and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:
RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of
Tolland in said County, that common convenience and necessity require
that the highway leading from Tolland to NewBoston and known as New

New Boston Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 200+00 and extend in a Westerly direction to station 282+00, more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 11th day of May 1942.

Rupert E. Clark

Alexander Brunk

Selectmen of the Town of Tolland

The foregoing petition was entered on the fourteenth day of May, 1942, and due proceedings having been had thereon, on the twenty-first day of October, 1942, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting - October 21, 1942

On the petition of the Selectmen of the Town of Tolland for specific repairs on New Boston Road and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1942, hear all parties interested at the Town Hall in Tolland and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway beginning at station 200+0 and extending in a westerly direction to station 282+0, a distance of 8,200 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed FOUR HUNDRED DOLLARS (\$400.00) towards the repairing of this road.

All damages sustained by any person or corporation by reason of said repairs on this road shall be paid by the Town of Tolland.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

} County
Commissioners
of the County
of Hampden

RUSSELL, Selectmen of the Town of, Petrs. for specific repairs on Main St. the work to begin at sta. 49+00 and extend northwesterly to sta. 67+00, more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:
RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity require that the highway leading from Montgomery Town Line to State Highway from Westfield to Huntington and known as Main Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 49+00 and extend in a northwesterly direction to station 67+00, more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 25th day of May 1942.

Albert H. Moltenbrey

Henry C. Johnson

Selectmen of the Town of
Russell

The foregoing petition was entered on the twenty-ninth day of May, 1942, and due proceedings having been had thereon, on the tenth day of November, 1942, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1942

On the petition of the Selectmen of the Town of Russell for specific repairs on Main Street, the work to begin at station 49+00 and extend northwesterly to to station 67+00, more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1942, hear all parties interested at the Town Hall in Russell and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway beginning at station 49+0 and extending in an easterly direction to station 67+0, a distance of 1800 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to

the Town of Russell a sum not to exceed TWO HUNDRED DOLLARS (200.00) towards the repairing of this road.

All damages sustained by any person or corporation by reason of said repairs on this road shall be paid by the Town of Russell.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN
RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Granville, in said County, that common convenience and necessity require that the highway leading from the Main Road extending in a northerly direction and known as the Blandford Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary; the work to begin at the intersection of the Main Road and extend in a northerly direction 1000' more or less.

GRANVILLE, Selectmen of the Town of, Petrs for relocation, alterations and specific repairs on Blandford Road, and for aid.

Wherefor your petitioners pray that your Honorable Board, after notice, view and hearing, may make such relocation and alterations and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with a contribution from the Town.

Dated this twelfth day of August 1942.

<u>Nels H. Olsen</u>
<u>Buell S. Dickinson</u>
<u>Walter A. Phelon</u>

Granville; \$500.
County \$500.00

Board of Selectmen of Granville

The foregoing petition was entered on the twenty-second day of August, 1942, and due proceedings having been had thereon, on the eighteenth day of November, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 18, 1942

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on Blandford Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of September, A. D., 1942, hear all parties interested at the County Commissioners' office in the Court House, Springfield, and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said

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Commissioners order the following repairs made on Blandford Road: beginning at the State Highway Route 57 on the road leading from Granville to Blandford and known as the Blandford Road and extending in a northerly direction a distance of 1000', the road to be graded to a width of twenty-four (24) feet and the entire surface width covered with new gravel to a depth of from six (6) inches to twelve inches, - the new gravel surface will be ready for a bituminous binder (so called MC2) of specification approved by the Mass. Department of Public Works when material is available, - following the application of this material the surface to be sanded and rolled.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of this road.

All damages sustained by any person or corporation by reason of said repairs on this road, shall be paid by the Town of Granville.

<u>Thos. J. Costello</u>	}	County Commissioners of the County of Hampden
<u>Charles W. Bray</u>		

GRANVILLE, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Cross Road, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN,
RESPECTFULLY represent the undersigned Selectmen of the Town of Granville, in said County, that common necessity and convenience require that the highway leading from Silver Street in an easterly direction and known as the Cross Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary; the work to begin 1000' from the Silver Street intersection and extend in an easterly direction for 1000' more or less.

Wherefor your petitioners pray that your Honorable Board, after notice, view and hearing, may make such relocation and alterations and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this twelfth day of August 1942.

Nels H. Olsen

Walter A. Phelon

Granville \$500.00
County \$500.00

Board of Selectmen

The foregoing petition was entered on the twenty-second day of August, 1942, and due proceedings having been had thereon, on the eighteenth day of November, 1942, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 18, 1942

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on Cross Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of September, A. D. 1942, hear all parties interested at the County Commissioners' office in the Court House, Springfield, and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Cross Road: beginning at Silver Street on the Cross Road leading to Sodom Street the road to be graded to a width of twenty-one (21) feet and the entire surface covered with new gravel to a depth of from six (6) inches to eight (8) inches; one new bituminous metal pipe to be laid; the new gravel surfact will be ready for a bituminous binder (so called MC2) of specification approved by the Mass. Department of Public Works when material is available, - following this application the surface to be sanded and rolled.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of this road.

All damages sustained by any person or corporation by reason of said repairs on this road, shall be paid by the Town of Granville.

Thos. J. Costello

Charles W. Bray

County
Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of MONSON in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the proposed work to be confined to the limits as specified by the stations and distances below:

Name of Road	Rt. No.	Leading from	To	Station to Station	Length Ft.	Direction
Wales Rd.	32	Monson	Wales	0+00-102+00	10200	S.E.
Main St.		St.Hy.North	S. Hy.No.	0+00-32+50	3250	South
Granite St.						
Granite St. (State Ave)		Monson	Palmer	5+07-42+00	3693	North
Wilbraham Rd.		Monson	Wilbraham	0+00-28+00	2800	West

WHEREFOR your petitioners pray that your Honorable Board after

MONSON, Selectmen of the Town of, Petrs. for specific repairs on Wales Rd, Main St, Granite St. (State Ave.), Wilbraham Rd. and for aid.

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notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 30th day of July 1942

Howard L. Carew

George McConchie

Frank Carter

Selectmen of the Town of Monson

The foregoing petition was entered on the twenty-fifth day of August, 1942, and due proceedings having been had on the sixth day of October, 1942, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 6, 1942

On the petition of the Selectmen of the Town of Monson for specific repairs on Wales Road, Main Street, Granite Street (State Avenue), Wilbraham Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of September, A. D. 1942, hear all parties interested at the Town Hall in Monson and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways:

Wales Road beginning at station 0+00 and extending in a southeasterly direction to station 102+00, a distance of 10,200 feet,-

Main Street beginning at station 0+00 and extending in a southerly direction to station 32+50, a distance of 3,250 feet,-

Granite Street (State Avenue) beginning at station 5+07 and extending in a northerly direction to station 42+00, a distance of 3,693 feet,-

Wilbraham Road beginning at station 0+00 and extending in a westerly direction to station 28+00, a distance of 2,800 feet,-

these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the

October Meeting 1942

Town of Monson a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of these roads.

All damages sustained by any person or corporation by reason of said repairs on these roads shall be paid by the Town of Monson.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Brimfield, in said County, that common convenience and necessity require that that portion of the bridge belonging to the Town of Brimfield,--said bridge being situated between the Towns of Brimfield and Palmer, Hampden County, Massachusetts, and known as "King's Bridge", be specifically repaired (steel plate walkway on open grid deck).

BRIMFIELD, Selectmen of the Town of, Petrs. for specific repairs (steel plate walkway on open grid deck) on "King's Bridge", situated between the Towns of Brimfield and Palmer, and for aid

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WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such repairs and may determine and specify such repairs and order same to be done, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this twenty-seventh day of August 1942

James Blair
Edwin F. Fenton
Cheney F. Newton
 Selectmen of the Town of Brimfield.

The foregoing petition was entered on the twenty-ninth day of August, 1942, and due proceedings having been had thereon, on the twenty-fifth day of November, 1942, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 25, 1942

On the petition of the Selectmen of the Town of Brimfield for specific repairs (steel plate walkway on open grid deck) on "King's Bridge", situated between the Towns of Brimfield and Palmer, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of September A. D. 1942, hear all parties interested at the Town Hall in Brimfield and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after

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adjudicating as aforesaid, said Commissioners order specific repairs made on so much of the King Bridge as lies in the Town of Brimfield, the work to consist of filling steel grille deck with cement concrete to a width of 3 feet, according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed SIXTY-TWO DOLLARS AND FIFTY CENTS (\$62.50) towards the repairs on said bridge.

All damages sustained by any person or corporation by reason of said repairs on this bridge shall be paid by the Town of Brimfield.

<u>Thos. J. Costello</u>	}	County Commissioners of the County of Hampden
<u>Chas. W. Bray</u>		

PALMER Selectmen of the Town of, Petrs. for specific repairs (steel plate walkway on open grid deck) on "King's Bridge", situated between the Towns of Palmer and Brimfield, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Palmer, in said County, that common convenience and necessity require that that portion of the bridge belonging to the Town of Palmer,- said bridge being situated between the Towns of Palmer and Brimfield, Hampden County, Massachusetts, and known as "King's Bridge", be specifically repaired (steel plate walkway on open grid deck).

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such repairs and may determine and specify such repairs and order same to be done, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 28th day of August 1942

Daniel J. Dunn

Daniel W. O'Connor

SELECTMEN OF THE TOWN OF PALMER

The foregoing petition was entered on the twenty-ninth day of August, and due proceedings having been had, on the second day of December, 1942, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 2, 1942

On the petition of the Selectmen of the Town of Palmer for specific repairs (steel plate walkway on open grid deck) on

October Meeting 1942

adjudicating as aforesaid, said Commissioners order specific repairs made on so much of the King Bridge as lies in the Town of Palmer, the work to consist of filling steel grille deck with cement concrete to a width of 3 feet, according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed SIXTY-TWO DOLLARS AND FIFTY CENTS (\$62.50) towards the repairs on said bridge.

All damages sustained by any person or corporation by reason of said repairs on this bridge shall be paid by the Town of Palmer.

Thos. J. Costello

Charles W. Bray

} County
Commissioners
of the County
of Hampden

October 6, 1942

VOTE appointing John G. Maxfield to act as County Commissioner on October 7, 1942. Oath attached.

VOTED to Appoint

ORDERED that the sum of \$24.05 which is balance of County's proportion of cost of work done on Northampton St., be paid from County Treasury to City of Holyoke. Case No. 67 - 1941

ORDERED

Order to arrest Patrick D. Ormond of Springfield holder of a release on parole.

ORDER TO ARREST

October 7, 1942

ORDERED that the amount charged County of Hampden by Commonwealth of Mass., State Sanatorium at Rutland, under contract, be charged to certain Cities and Towns in the Hospital District in the total amount of \$694.50; to be paid to County Treasurer on or before November 1, 1942; also ORDERED that County Treasurer pay to Commonwealth of Mass., \$694.50 plus \$463.00, a total of \$1157.50.

ORDERED

State Sanatorium at
Rutland
Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 7, 1942.

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by a contract dated October 1, 1940 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under the date of October 9, 1939, be and the same is hereby charged to the Cities and Towns in the Hospital District in the following amounts:

Chester	\$ 4.50
Chicopee	138.00
Holyoke	414.00
Palmer	138.00
	<u>\$694.50</u>

Said amount to be paid to the County Treasurer of the County of Hampden on or before November 1, 1942. IT IS ALSO ORDERED THAT the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Six Hundred and Ninety-Four Dollars and Fifty Cents (\$694.50) plus the sum of Four Hundred and Sixty-Three Dollars (\$463.00), a total of One Thousand One Hundred and Fifty Seven Dollars and Fifty Cents (\$1157.50).

<u>Charles W. Bray</u>	County Commissioners of the County of Hampden
<u>Edward J. Stapleton</u>	
<u>John G. Maxfield</u>	

Released from Training School on parole.

October 7, 1942 Lawrence E. Walden, Jr., released from County Training School on parole.

Released from Training School on parole.

October 14, 1942 Tony Stefanowich, released from Hampden County Training School on parole.

VOTE Appointing

October 20, 1942 VOTE appointing John G. Maxfield to act as County Commissioner on October 20, 1942. Oath attached.

Rutland State Sanatorium Account

October 21, 1942 ORDERED that the amount charged County of Hampden by Commonwealth of Mass., State Sanatorium at Rutland, under contract, be charged to the City of Chicopee in the Hospital District in the amount of \$87.00, to be paid to County Treasurer on or before November 16, 1942; also ORDERED that County Treasurer pay to Commonwealth of Mass., \$87.00 plus \$58.00, a total of \$145.00.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 21, 1942.
ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by a contract dated October 1, 1940 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under the date of October 9, 1939, be and the same is hereby charged to the City of Chicopee in the Hospital District in the following amount:

Chicopee	\$87.00
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Said amount to be paid to the County Treasurer of the County of Hampden on or before November 16, 1942. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Eighty-seven Dollars (\$87.00) plus the sum of Fifty-eight

Dollars (\$58.00), a total of One Hundred and Forty-five Dollars (\$145.00).

Thos. J. Costello	}	County Commissioners of the County of Hampden
Charles W. Bray		
Edward J. Stapleton		

October 21, 1942

VOTE appointing John G. Maxfield to act as County Commissioner on October 21, 1942, Oath Attached.

VOTE Appointing

ORDERED that the sum of \$49.66 which is the balance of County's proportion of cost of work done on Brookfield Road be paid from County Treasury to Town of Brimfield. Case No. 44-1941

ORDERED

ORDERED County Treasurer authorized and directed to pay \$662.24 to Town of Longmeadow on acct. of County's proportion of cost of work done on Shaker Road. Case No. 40 - 1941

October 28, 1942

ORDERED that Louis E. Paul, janitor be retired from active service at one-half of the compensation he is now receiving, effective Nov. 1, 1942. Also, Mr. Paul's application for retirement attached.

ORDERED that
Louis E. Paul, be
retired.

ORDER TO Arrest Maurice R. Devine of Springfield, holder of a release on parole.

ORDER to arrest

ORDERED that the sum of \$999.95 be paid from County Treasury to Town of Granville for work done on Granby Road and Main Road. Case No. 32 - 1942

ORDERED

ORDERED, County Treasurer authorized and directed to pay \$73.12 to Town of Holland on acct of County's proportion of cost of work done on Sturbridge and Stafford Roads. Case No. 52 - 1941

ORDERED

ORDERED, County Treasurer, authorized and directed to pay the sum of \$447.92 to the Town of Palmer on account of County's proportion of cost of work done on Thorndike St., Forest Lake Road, Park Street, Ludlow Road, etc. Case No. 44 - 1942

ORDERED

VOTED to terminate as of October 28, 1942 the term of the parole granted to Michael Jasiakiewicz on March 28, 1942, and it is hereby ORDERED that the said Michael Jasiakiewicz be released from all the terms and conditions contained in said parole

VOTED to terminate

October 29, 1942

DECREE fixing boundary line between the town of Russell and the town of Granville.

DECREE fixing
boundary line

November 4, 1942

VOTED to re-open the case of Carlton Gebo which was dismissed on September 16, 1942 and VOTED that Carlton Gebo be released on parole from the Hampden County Training School upon the condition that he conform to the school regulations of the City of Springfield so long as he shall be a resident thereof.

VOTED to re-
open case

ORDERED, County Treasurer, authorized and directed to pay sum of \$181.17 to the Town of Holland on account of County's proportion of cost of work done on Sturbridge and Stafford Rds. Case No. 52 - 1941.

ORDERED

November 10, 1942

ORDERED, County Treasurer authorized and directed to pay \$450.00 received as rental as rental from the NewEngland Telephone and Telegraph Company under contract with County of Hampden with reference to use of Hampden County Memorial Bridge, by said Company, to certain cities, towns and county.

ORDERED

October Meeting 1942		
<u>ORDERED</u>	November 10, 1942	ORDERED County Treasurer authorized and directed to pay sum of \$1,009.68 to Town of Ludlow on acct. of County's proportion of cost of work done on Belchertown Road. Case No. 11-1942
<u>ORDERED</u>		ORDERED that the sum of \$284.82 be paid from County Treasury to Town of Wilbraham for work done on Ludlow Road. Case No. 29 - 1942
<u>ORDERED</u>		ORDERED that the sum of \$97.85 which is the balance of the County's proportion of cost of work done on Springfield Street be paid from County Treasury to Town of Wilbraham. Case No. 41 - 1941
<u>VOTED - Elmer F. Linden of Chester, Mass. - abatement of a nuisance</u>		In the matter of the application of <u>Elmer F. Linden</u> of Chester, Mass., for the abatement of a nuisance, there being no evidence submitted at the hearing held on November 18, 1942 showing the existence of a nuisance to public health, it is VOTED that the application be and the same is hereby dismissed.
<u>VOTED to terminate term of parole Frederick J. Sexton</u>	November 18, 1942	The petition for release on parole of Frederick J. Sexton was again considered by the Hampden County Commissioners and it was VOTED to terminate as of November 16, 1942 the term of the parole granted to Frederick J. Sexton on July 2, 1941 and it is hereby ORDERED that said Frederick J. Sexton be released from all the terms and conditions contained in said parole.
<u>VOTED to increase</u>	November 20, 1942	VOTED to increase the salary of certain County employees, effective November 1, 1942.
<u>ORDER TO Arrest</u>	November 25, 1942	ORDER to arrest John F. Londergan of Springfield, holder of a release on parole
<u>VOTED to Release</u>		At a meeting of the County Commissioners held of November 25, 1942, it was VOTED to release Charles Thans from the Hampden County Training School on parole, on the 24th day of December 1942.
<u>State Sanatorium, Westfield Account</u>	December 2, 1942	ORDERED that the amount charged County of Hampden by Commonwealth of Mass., State Sanatorium at Westfield, under contract, be charged to certain Cities and Towns in the Hospital District in the total amount of \$8,791.50, to be paid to County Treasurer on or before Dec. 31, 1942, also ORDERED that County Treasurer pay to Commonwealth of Mass., \$8,791.50 plus \$5,861.00, a total of \$14,652.50.
<u>ORDER to Arrest</u>		ORDER to arrest holder of parole, <u>SIDNEY SUSE</u> . (Training School)
<u>ORDER TO Arrest</u>		ORDER to arrest holder of parole, <u>RICHARD VEAR</u> . Training School
<u>RELEASE FROM Training School granted</u>		<u>TEDDY PARADYSZ</u> , release from Hampden County Training School on parole, granted, effective December 24, 1942.
<u>ORDERS</u>		ORDERED that the sum of \$1,485.41 be paid from County Treasury to Town of Agawam for work done on Southwick-Springfield Streets (auto route 57). Case No. 35 - 1942
		ORDERED that the sum of \$1,000.00 be paid from County Treasury to Town of Chester for work done on Chester Hill Road, Middlefield Road and East River Road. Case No. 231942
		ORDERED that the sum of \$603.47 be paid from County Treasury to Town of East Longmeadow for work done on Hampden Road or South Main Street. Case No. 30-1942
		ORDERED that the sum of \$400.00 be paid from County Treasury to Town of Hampden for work done on Main Street and East Longmeadow Road. Case No. 21-1942

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December 2, 1942

ORDERED that the sum of \$200.70 which is balance of County's proportion of cost of work done on Sturbridge and Stafford Roads be paid from County Treasury to Town of Holland. Case No. 52 - 1941

ORDERED that the sum of \$620.38 be paid from County Treasury to Town of Longmeadow for work done on Williams Street. Case No. 31 - 1942

The copies of the records of votes for County Treasurer having been examined and counted, it appears that Leo P. Senecal of Chicopee has Fifty-Seven Thousand Four Hundred Six votes and John J. Murphy of Holyoke has Forty-Seven Thousand Two Hundred Eighty-Nine votes. Blank votes, One Thousand Six Hundred Twenty-Four. The said Leo P. Senecal of Chicopee, having the highest number of votes, is declared to be elected.

ORDERED

Copies of the records for County Treas
Leo P. Senecal
elected

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 2, 1942.

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Chicopee	\$2,908.50
Holyoke	2,398.50
Ludlow	553.50
Monson	321.00
Palmer	546.00
Westfield	1,381.50
West Springfield	273.00
Wilbraham	409.50
	<u>\$8,791.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before December 31, 1942. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Eight Thousand Seven Hundred Ninety-one Dollars and Fifty Cents (\$8,791.50) plus the sum of Five Thousand Eight Hundred and Sixty-one Dollars (5,861.00), a total of Fourteen Thousand Six Hundred and Fifty-two Dollars and Fifty Cents (\$14,652.50).

Thos. J. CostelloCharles W. Bray

County
Commissioners
of the County
of Hampden.

WESTFIELD STATE
Sanatorium Account

December 16, 1942

ORDER TO TRANSFER *(See Page 137 A)*

VOTED to increase the salary of Mary A. Carolan and Dorothy M. Snow, Relief Telephone Operators, from \$30.00 to \$35.00 a month commencing Dec. 1, 1942.

ORDERED that the sum of \$800.00 be paid from County Treasury to Town of Blandford for work done on Otis Stage Road. Case No. 25 - 1942

ORDERED that the sum of \$500.00 be paid from County Treasury to Town of Granville for work done on Cross Road. Case No. 39 - 1942

ORDERED that the sum of \$500.00 be paid from County Treasury of Town of Granville for work done on Blandford Road. Case No. 38-1942

ORDER TO TRANSFERVOTED TO INCREASEORDERS

October Meeting 1942

December 16, 1942

ORDERED, County Treasury authorized and directed to pay sum of \$132.00 to Town of Holland on account of County's proportion of cost of work done on Brimfield, Mashapaug, East Brimfield Roads. Case No. 37 - 1942

ORDERED, County Treasurer authorized and directed to pay sum of \$431.78 to town of Ludlow on account of County's proportion of cost of work done on Putts Bridge over Chicopee River. Case #36 - 1942

ORDERED, County Treasurer authorized and directed to pay sum of \$297.72 to Town of Palmer on account of County's proportion of cost of work done on Thorndike St., Forest Lake Rd., and others. Case No. 44 - 1942

ORDERED that the sum of \$500.00 be paid from County Treasury to Town of Montgomery for work done on Main Road. Case No. 34 - 1942

ORDERED County Treasurer authorized and directed to pay sum of \$260.27 to Town of Wales on account of County's proportion of cost of work done on Monson Road. Case No. 41 - 1942

Damages Done by Dogs

Damages Done by Dogs

Land Damages

Land Damages

Sundry Accounts

Sundry Accounts being presented, are allowed, and the same amounting to the sum of

December 16, 1942

Hampden, ss:

Judgement is entered up according to reports, etc., and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Charles M. Calhoun

Clerk.

*Spec to complete ending of
October meeting*

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for the construction of a dam in Chicopee Falls on land belonging to me across a small stream on my property and prays your Honorable Board to approve the same.

Dated this 16 day of Oct. 1925

William Slate

Sheridan St.,
Chicopee Falls.

WILLIAM SLATE, Petr.
for approval of
plan and specifi-
cations of dam
across a small
stream on his
property in
Chicopee Falls.

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Plans
Highway
Book # 7
Page # 90-91

SPECIFICATIONS

SPECIFICATIONS FOR SMALL EARTH DAM TO BE BUILT ON PROPERTY OWNED BY WILLIAM S. SLATE, IN THE CITY OF CHICOPEE, MASSACHUSETTS

The dam is to be built of earth work with a concrete core constructed to dimensions on the accompanying plan prepared by Cobb, Beesley & Miles, Engineers, Springfield, Mass.

The concrete core wall shall be made of concrete composed of one part Portland cement, one part sand and six parts gravel thoroughly mixed. It is to be not less than ten inches in thickness and shall extend far enough below bottom of the natural ground to reach good firm impervious material and is to extend not less than one foot above the water line of the pond.

The earth work is to extend not less than two feet above the water line of said pond.

It shall be five feet wide at the top with a slope of two and one half to one on the pond side and two to one on the down stream side as shown on said plan.

The material is to be well ramed on both sides of the cement core.

A spill way is to be constructed at one end of the dam of concrete as shown on the plan, and the ditch leading from said spill

way is to be ripraped for a sufficient distance to prevent any possible undermining of the lower side of the dam.

A draw off is to be provided consisting of six inch iron pipe with a gate at the pond end, and a six inch upright pipe extending to within two inches of the bottom of the spill way to take off the ordinary overflow.

REPORT OF ENGINEER

October 26th, 1925

The Hon. The Commissioners of Hampden County,
Springfield, Mass.

George S. Cook, Chairman.

Dear Sir:

As requested I have examined, relative to its stability, the plans and specifications of an earthen dam filed for your approval by William S. Slate, Chicopee Falls, and report as follows:

The proposed structure is on a small brook which flows through the Slate property between Sheridan Street (Granby Road so called) and Morton brook to the Chicopee river.

Its site, which I have inspected, is located about five hundred (500) feet east of Sheridan Street where the drainage area of the brook is less than half a square mile.

According to the plans, the length of the dam along its top will be 65 feet or thereabouts and the height above the bed of the brook 8 1/2 feet. Its width on top will be 5 feet and its slopes 2 1/2 on 1 on the upstream side and 2 on 1 on the down stream side.

The construction will include a concrete core wall one foot in thickness and a 6 inch drain pipe laid in the old bed of the brook through the foundation of the structure. At the east end of the dam the spillway or overflow will be constructed. This will be 3 feet in length with its crest 2 feet below the top of the dam. The water passing over the crest will be conveyed in a ditch rip-rapped or paved with stone to a point below the toe of the dam where it will discharge into the bed of the brook.

While the dimensions given show that the dam will be stable, if built according to the specifications, nevertheless, because of the small surface area of the pond on the one hand and its considerable length on the other, to increase the factor of safety still more against flood flow and wave action, I would suggest that the slopes of the embankment be made steeper from the crest of the spillway up and the top of the dam raised to 2 1/2 or still better to 3 feet in height above the spillway.

With this suggestion carried out in the construction, which will not increase the cost of the work anything but will increase

the factor of safety considerably. I recommend the plans and specifications for your approval.

Respectfully submitted,

James L. Tighe

SUPPLEMENTARY SPECIFICATIONS

SPECIFICATIONS FOR SMALL EARTH DAM TO BE BUILT ON PROPERTY OWNED BY WILLIAM S. SLATE, IN THE CITY OF CHICOPEE, MASSACHUSETTS

October 29, 1925

The dam is to be built of earth work with a concrete core constructed to dimensions on the accompanying plan prepared by Cobb, Beesley & Miles, Engineers, Springfield, Mass.

The concrete core wall shall be made of concrete composed of one part Portland cement, one part sand and six parts gravel thoroughly mixed. It is to be not less than twelve inches in thickness and shall extend far enough below bottom of the natural ground to reach good firm impervious material and is to extend not less than one foot above the water line of the pond.

The earth work is to extend not less than three feet above the water line of said pond.

It shall be five feet wide at the top with a slope of one and one half to one on both sides above the crest of the spillway and a slope of two and one half to one on the pond side and two to one on the down stream side below the crest of the spillway as shown on said plan.

The material is to be well ramed on both sides of the cement core.

A spillway is to be constructed at one end of the dam of concrete as shown on the plan, and the ditch leading from said spillway is to be riprapped for a sufficient distance to prevent any possible undermining of the lower side of the dam.

A draw off is to be provided consisting of six inch iron pipe with a gate at the pond end, and a six inch upright pipe extending to within two inches of the bottom of the spillway to take off the ordinary^{over} flow.

Approved, November 18, 1925

	<u>George S. Cook.</u>	} County Commissioners of the County of Hampden
By	<u>Daniel O'Neil</u>	
	<u>John Hall</u>	

ENGINEER'S REPORT ON SUPPLEMENTARY PLAN AND SPECIFICATIONS

November 13, 1925

The Hon. The Board of County Commissioners,

Springfield, Mass.

George S. Cook, Chairman.

Dear Sir:

I have examined the supplementary plans and specifications of the earthen dam relative to its stability, to be constructed about 500 feet east of Sheridan Street in Chicopee, across a small tributary of the Chicopee river, filed by William S. Slate, Chicopee Falls on October 29, 1925, and beg to state that the changes suggested in the original plans and specifications filed for your approval October 16, 1925 have been covered by the supplementary plans and specifications. I, therefore, recommend these supplementary plans and specifications for your approval.

Respectfully Submitted,

James L. Tighe

INTERLOCUTORY DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

THE undersigned herewith submits plan and specifications for the construction of a dam in Chicopee Falls on land belonging to me across a small stream on my property and prays your Honorable Board to approve the same.

Dated this 16th day of Oct. 1925

William Slate

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners Meeting November 18, 1925

In the matter of the petition of William Slate, a copy of which is set out above, for the approval of a certain plan and specifications of a dam to be built by him in Chicopee Falls in said County, said plan and specifications of the proposed work having been referred to James L. Tighe, Engineer, selected by the Board, and the said James L. Tighe having reported in writing, as the same is on file in this case, that certain changes should be made in said plan and specifications, and it appearing that a supplementary plan and specifications incorporating said changes were filed with this Board on October 29, 1925 and that said plan and specifications were changed in accordance with the direction of Mr. Tighe, said Commissioners do hereby approve said plan and specifications as the have have been amended.

George S. Cook

Daniel O'Neil

John Hall

} County
Commissioners
of the County
of Hampden.

FINAL REPORT OF ENGINEER

December 30, 1942

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

On October 16, 1925, a plan and specifications for the construction of a very small ice pond dam to be built on Schoolhouse Brook, so called, near Sheridan Street in Chicopee, were filed by William Slate. After examination, it was recommended that the plan be revised so as to provide greater spillway discharging capacity, and accordingly a supplementary plan and specifications, incorporating the recommended changes, were filed on October 29, 1925. This plan and specifications were duly approved by the County.

The following year, in 1926, the dam was built but it was not finished completely in accordance with the plan and specifications, and, consequently, no final decree of acceptance was issued for it. Comparatively recently, however, a considerable amount of work was done upon this structure, with the result that it now appears to be completed substantially in accordance with the plans and specifications approved in 1925. It is, therefore, now recommended that this dam be accepted.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 31, 1943

In the matter of the petition of William Slate for approval of plan and specifications of dam across a small stream on his property in Chicopee Falls.

Petition, plan and specifications of the proposed work were filed October 16, 1925. Said plan and specifications were referred to James L. Tighe, Engineer, who made a report in writing dated October 26, 1925, on file with this case, that certain changes should be made in said plan and specifications.

Supplementary plan and specifications incorporating said recommended changes were filed October 29, 1925 which were referred to James L. Tighe, Engineer, who made a report in writing dated November 13, 1925, on file with this case. On recommendation of said James L. Tighe, said supplementary plan and specifications were duly approved November 18, 1925.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend

the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners dated December 30, 1942, which is on file with this case, and it appearing that work on this structure has been completed substantially in accordance with the plans and specifications approved in 1925, it is ORDERED that same be accepted and recorded.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

} County
Commissioners
of the County
of Hampden

WEST SPRINGFIELD
Board of Water Comm-
issioners. Petrs. for
approval of plans and
specifications of work
proposed at Bear Hole,
in West Springfield.

Commissioners of Hampden County,
Frederick Cook, Chairman,
Gentlemen:

April 5th, 1926

We are submitting for your approval plan and general out-
line of the work which is proposed at Bear Hole and would like to
have you give it your consideration and approval.

Yours very truly,

BOARD OF WATER COMMISSIONERS

Chairman

G. B. Negrucchi

Geo N. Norris

William Jameson

SPECIFICATIONS

April 28, 1926

Bear Hole Dam Alterations
West Springfield, Mass.

General description of proposed work to accompany Petition
to the County Commissioners.

The location of the proposed work is in the Bear Hole
Valley at a point on Pawcatuck or Bear Hole Brook about 1000 feet
upstream from the pumping station of the Town Water Works.

The contemplated work, as shown by the plans which accom-
pany this petition, consists in strengthening and enlarging the ex-
isting dam by building a puddled clay core wall centering along a
line parallel with and 40 feet downstream from the present center
line of dam as it now stands, and by embankment on both sides of
the corewall amounting to a total of about 12000 cubic yards.

The core wall will be built into the clay underlying the
site two feet or more and the whole site is to be stripped of top
soil to the depth of ten inches or to such depth as is necessary
for a proper foundation, and any stumps, logs or large rocks are
to be removed.

On the upstream side of the new core wall the fill will
be stepped into the present embankment.

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Plans

HIGHWAY

Book # 7

PAGE # 100-103

The core wall and the fill on both sides of it will be brought up together in 4" layers, the whole to be raked and spread to give an even distribution of material and to permit of rolling to a compact mass.

At a point two feet below the top of the proposed embankment the clay core wall will be six feet wide and will increase in width downward by being battered on both sides, the batter being 1 in 12, but the limiting lines of the sided will not be rigidly adhered to and an intermixing of the materials of embankment and core for a distance of one foot into the core and two feet into the embankment will be required.

After each layer is in place it will be rolled with a caterpillar tractor or steam roller equipped with "grousers" not less than 4" in depth, then moistened and rolled again until the utmost consolidation is secured. The weight of the roller to be not less than 5 tons. Places that can not be reached with a roller are to be thoroughly tamped with heavy hand rammers or air hammers or tampers, at the option of the Engineer.

No layer shall be commenced until the one previously laid is finished.

The length of the spillway will be considerably increased and raised about six feet.

Proposed raising, Total fill, 12000 cuysd.

Clay Core (included in above) 3600 "

Concrete - 460 cyds, 50 spreaders, concrete to be removed 21 cuysd, excavation 3000 cuysd.

<u>George S. Cook</u>	} County Commissioners Assoc. Comm.
<u>Daniel O'Neil</u>	
<u>Charles W. Bray</u>	

REPORT OF ENGINEER

April 21, 1926.

The Honorable The County Commissioners of Hampden County,
Springfield, Mass.
George S. Cook, Chairman.

Dear Sir:

In compliance with your request, I have examined the plans and specifications showing the changes proposed in or the remodelling to be made on the West Springfield Water Works Reservoir dam filed for your approval by the town of West Springfield on April 8, 1926, and report as follows.

The present dam, which is an earthen embankment approximately 300 feet in length and 28 feet in height, is located on Bear Hole Brook at a point where the drainage area contributory, not including that contributory to Ashley Reservoir, one of the sources of water supply of the City of Holyoke, is about 2 1/2 square miles.

The dam was originally built as a small low structure, but apparently because of the need of more storage capacity, it had been raised in height at two different times since and brought to its present dimensions.

What is now proposed is to increase its dimensions again and raise it about six feet. To do this, it is proposed to increase the section of the present embankment by an addition to its downstream face and to place in the addition a clay puddle core running parallel with the center line of the present structure about 40 feet therefrom. The bond between the new and old work will be made by stepping the slope of the latter and overlapping it with the former.

The upstream stone paved face of the present structure with its slope of 2 on 1 will not be disturbed nor will its stop, which will be used as a berm from the downstream edge of which the additional embankment will be carried on a slope of 4 on 1 until the new top is reached six feet above.

The clay puddle core to be built in the new addition is for the purpose of making the embankment impermeable. Inasmuch as an investigation of the ground indicated that there is considerable seepage through the present structure, the provision made in the specifications that the core will be extended two or more feet into the natural clay foundation beneath it, is advisable in order that a thorough seal and impermeable cut-off will be formed. Another desirable provision is that the foundation of the new embankment will be thoroughly prepared and that all undesirable material including stumps, stones, etc. shall be removed therefrom.

The present spillway which is a sluiceway through the dam located towards its west end, will be raised and re-enforced to meet the requirements of the remodelled structure without decreasing its discharging capacity.

The maximum width of the additional embankment will be about 50 feet. It will have a width on top of 16 feet and a slope of 2 on 1 on the downstream side. When built, the maximum width of the whole structure at its base between toes will be 165 feet, that is the maximum width of the section of the remodelled structure will be 165 feet.

These dimensions, together with the others given on the plans, show that the structure is designed within the limits of safety, and I, therefore, recommend the plans and specifications for your approval.

In so doing, however, I wish to draw attention to the great care to be exercised in the construction work, especially in the preparation and placing of the clay puddle core, as upon this depends the impermeability of the dam as well as to a great extent its safety. No pains, therefore, or expense should be spared to have the core as perfect as possible. In the trenching for the core, the seepage showing

in the toe of the present structure should be thoroughly investigated and further provision made, as well as the core wall, to assure its being cut off if such is thought necessary.

Besides going to a proper depth into the clay bed foundation, the core shall also be well extended into the natural ground abutting the ends of the structure in order that there may be an impermeable bond formed between the natural ground and core that will not allow water either as leakage or seepage to escape at these points.

To make the structure safe and impermeable is the aim of the plans and specifications, and therefore, that this may be done, the work should be faithfully performed to the smallest detail.

Respectfully submitted.

James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting April 28, 1926

In the matter of the petition of G. B. Negrucci, Geo. N. Norris and William Jameson, Board of Water Commissioners of the Town of West Springfield, for the approval of plans and specifications of work to be done at Bear Hole on the West Springfield Waterworks Reservoir in West Springfield, said plans and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing, as his report is on file with the case. The Commissioners do hereby approve said plans and specifications.

<u>George S. Cook</u>	} County Commissioners of the County of Hampden. Assoc. Comm.
<u>Daniel O'Neil</u>	
<u>Charles W. Bray</u>	

FINAL REPORT OF ENGINEER

December 30, 1942

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

In order to bring up to date the County Records on the West Springfield Water Works storage reservoir dam, located on Block Brook in West Springfield, I wish to make the following report.

This dam is the furthest downstream of the three dams owned by the West Springfield Water Works and is located about five hundred feet north of the pumping station, at a point where the drain-

age area contributory is about 5 1/2 square miles. The dam is an earthen structure approximately 300 feet in length, 28 feet in height and 12 feet in width on its top, with a concrete overflow channel located near its westerly end. The reservoir formed by the structure covers an area of around six acres and forms the principal storage of the West Springfield municipal water supply.

About 16 years ago, the West Springfield Water Department proposed to increase the storage capacity of this reservoir by raising the dam, and on April 8, 1926, plans and specifications were filed with the County for the remodeling and raising of the dam. These plans and specifications indicated that the structure was to be raised six feet in height, by the placing of additional fill on the downstream side, so as to provide for the higher and heavier section necessary.

On April 21, 1926, a report was filed by your engineer recommending the approval of these plans and specifications. Apparently, however, this project was abandoned or postponed indefinitely, inasmuch as nothing has been done toward the raising of the structure up to the present time.

It is recommended, therefore, that this letter be filed in the County Records with the other records on the case of this dam, so that it will be clear, in the future why a final decree of acceptance has not been issued covering the proposed raising of this dam.

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 31, 1943

In the matter of the petition of the Board of the Board of Water Commissioners of West Springfield for approval of plans and specifications of work proposed at Bear Hole in West Springfield.

WHEREAS, the County Commissioners on April 28, 1926 by their interlocutory decree of that date did approve the plans and specifications filed by the petitioners; and

WHEREAS, by the report of the County Engineer, Mr. James L. Tighe, dated December 30, 1942 which report is filed in this case, that the work contemplated by the aforesaid plans and specifications was never done and apparently abandoned;

WHEREFORE, it is ORDERED, ADJUDGED AND DECREED that the aforesaid interlocutory decree be and the same hereby is revoked; and further that the petition be and the same hereby is dismissed.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

COUNTY COMMISSIONERS OF THE
COUNTY OF HAMPDEN.

Dec Meeting

February 5, 1930

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF
HAMPDEN:

The undersigned herewith submits plan and specifications for
the construction of a dam in Southwick on land belonging to me
across a small stream on my property and prays your Honorable Board
to approve the same.

Prospero DeBona

Property formerly of G. B. Battistoni Located on Lumis Street.

Mr. DeBona lives at
191 Westbourne Parkway
Hartford, Conn.

SPECIFICATIONS FOR SMALL EARTH DAM TO BE CONSTRUCTED
ON THE PROPERTY OF PROSPERO DE BONA IN SOUTHWICK, MASS.

This dam is to be to be ten (10) feet wide on the top with a
slope of not less than two (2) to one (1) on the up side and not less
than two and 1/2 (2 1/2) to one (1) on the down side. The dam is to
be approximately fourteen (14) feet high with the high water level
two (2) feet below the top of the dam. This dam is to be of earth
fill.

It is proposed to construct a wood plank core of the following
description:

4" x 4" wood posts spaced 6 ft. on center with 2" by 8"
wood planks securely spiked to same. The posts are to be set on
line in a trench which will be excavated at least 3 ft. below natural
surface, plank to commence at the bottom of this trench and to con-
tinue up to within 18" from the top of the dam.

On the up side of the dam rip-rap stone shall be placed
continuously to the top of the dam.

Before placing any of the earth fill the original surface
of the dam site shall be excavated to a depth of at least 12" to
insure the removal of any sod or other loose material.

A concrete spillway will be constructed near the east end
of the dam. A 12" cast iron drain pipe with a 12" manual controlled
gate will be installed for the purpose of lowering the water level.

PROSPERO DeBONA,
Petr. for approval
of plan and specifi-
cations for the con-
struction of a dam
in Southwick on
land belonging to
him across a small
stream on his
property

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Plans *Handwritten 1979*

REPORT OF ENGINEER

March 17, 1930

The Hon. the Board of County Commissioners,
Hampden County,
Court House,
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

I have examined the plans and specifications, filed for your approval by the owner, Prospero De Bona on February 5th, 1930, of an earthen dam to be built across Sodom brook, so called, in the Town of Southwick and report as follows:

Sodom brook rises near the top of Sodom Mountain adjacent to the Southwick-Granville boundary line, flows south-easterly and north-easterly to Munn Brook into which it empties at a point about a half mile upstream from the Southwick-Westfield boundary line. It is about three miles in length and drains about 3 1/2 square miles.

At the foot of the mountain about a mile from where the brook rises and about a thousand feet downstream from the Battistoni dam, so called, is the location of the proposed dam. The drainage area of the brook at this point is only about three quarters of a square mile.

According to the plans the dam is to be 150 feet or thereabouts in length, 14 feet in height above the natural streambed and ten feet in width on top. It is to have a wood plank core and slopes of 2 to 1 on the upstream side paved with stone and 2 1/2 to 1 on the downstream side seeded down.

The reservoir formed by the dam will cover an area of 3.2 acres and will have a capacity of approximately 4,640,000 gallons. The spillway is to be at the south end of the structure and is to be ten feet in length built of cement concrete. Its crest is shown to be only two feet below the top of the dam and this is hardly sufficient in time of intense flood flow if a generous factor of safety is to be maintained.

This point, as well as others, especially in regard to more details being given in the plans and specifications, concerning the construction of the spillway, the laying of the drain pipe through the dam, the building of the wood plank core and the method to be followed in the building of the earth fill, was discussed at a conference with Mr. De Bona and his engineer when it was agreed that supplementary plans and specifications covering all these points would be filed.

I would advise, therefore, that no action be taken on the matter until these supplementary plans and specifications have been filed and examined.

Respectfully submitted,

James L. Tighe

SUPPLEMENTARY SPECIFICATIONS.

THESE SPECIFICATIONS ARE FOR THE CONSTRUCTION OF AN EARTH DAM TO BE BUILT ON THE PROPERTY OF P. DEBONA, WEST OF LOOMIS STREET IN SOUTH-WICK, MASS.

These specifications are to cover the construction of an earth fill dam and are to be considered a part of the plans attached hereto.

This dam is to be approximately 150 feet long and fourteen feet high, with a wood core, gravel fill and concrete spillway.

The wood core is to be constructed of 4" x 4" wood posts, treated with a standard wood preservative and are to extend down below original dirt level in a trench at least two feet wide to a point where good, impermeable material, satisfactory to the Engineer in charge, is found. Two by eight inch wood planks are then to be firmly spiked to posts and are to be continuous from the bottom of the trench to an elevation of at least three feet above original dirt level. Wood core is to be continuous and to extend into bank at both ends of dam, until good impermeable material is encountered. Trench is to be back-filled with good gravel in layers not over six inches thick, well tamped and puddled wet if deemed necessary by the Engineer.

The site of the dam is to be cleared of any foreign material, turf brush, loam etc. to a sufficient depth to ensure good bearing for the placing of new fill.

The fill for this dam is to be of good grade gravel, placed in layers not over six inches thick and when so placed shall be rolled to the satisfaction of the Engineer. If deemed necessary, the fill when so placed shall be wet down before being rolled. There shall not be any stones greater than four inches in the longest diameter, deposited in the new embankment. The gravel fill shall be so placed as to have a slope on the up side of at least three to one and on the down side of at least two to one.

There shall be a twelve inch Class "C" C.I. Pipe placed for the purpose of draining the pond, all joints to be lead caulked and fitted with a twelve inch iron body gate valve, all of same to encased in concrete so that there shall be at least six inches of concrete around the pipe at all points. On the pond side of the drain pipe, suitable concrete cut-offs shall be constructed with an iron pipe grating in front of inlet side of drain.

The spillway is to be constructed of re-inforced concrete, the sides of the thru way to be twelve inches thick and the flow bottom to be fourteen inches thick. This spillway should be poured monolithic, and the thru way consisting of the sides and flow bottom must be poured at the same time, with one inch diameter re-inforcing dowels

placed every ten inches on center where side walls of spillway extend up from flow bottom. All form work necessary for the construction of the spillway must be well braced and have the approval of the Engineer before any concrete shall be placed. There shall be adequate toes constructed on both the up and down stream sides of the spillway, same to be constructed of either re-inforced concrete or solid masonry to the satisfaction of the Engineer in charge. These toes are to be constructed to guard against any possibility from backwash.

The Contractor shall at all times be subject to any further additions or alterations which may be made by the Engineer in Charge, to the general layout or construction of this dam, as the work progresses.

Approved, March 26, 1930

<u>John G. Maxfield</u>	}	County Commissioners
<u>Charles W. Bray</u>		
<u>Edward J. Stapleton</u>		

March 22, 1930

REPORT OF ENGINEER ON SUPPLEMENTARY PLAN AND SPECIFICATIONS

The Hon. the Board of County Commissioners,
Court House,
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

I have examined the supplementary plans and specifications, filed with the County on the 21st instant, of an earthen dam to be built by Prospera De Bona across Sodom Brook, so called, west of Loomis Street, in the Town of Southwick.

These supplementary plans and specifications are recommended for your approval provided, however, that the flashboards to be used on the spillway in low water periods be not more than two feet in height instead of three feet as shown on the plans and that their arrangement be such that they will go out automatically whenever the water in the reservoir rises more than one foot higher than the top of the flashboards. It is assumed, of course, that the work will be faithfully performed in accordance with plans and specifications.

Inasmuch as my report dated March 17th on the original plans and specifications filed with the County on February 5th last, gives the location, drainage area and other data concerning the dam, it is unnecessary to give these particulars again.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN

The undersigned herewith submits plan and specifications for the construction of a dam in Southwick on land belonging to me across a small stream on my property and prays your Honorable Board to approve the same.

Dated this 5th day of February, 1930.

Property formerly of
G. B. Battistoni located
on Lumis Street

Prospero DeBona

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 26, 1930

In the matter of the petition of Prospero DeBona, a copy of which is set out above, for the approval of plan and specifications of a dam to be built by him, in said County, filed February 5, 1930, said plan and specifications of the proposed work having been referred to James L. Tighe, Engineer, selected by the Board, and the said James L. Tighe, Engineer, having reported in writing, as the same is on file in this case, that certain changes should be made in said plan and specifications, and it appearing that a supplementary plan and specifications incorporating said changes were filed with this Board on March 21, 1930, and that said plan and specifications were changed in accordance with the direction of said James L. Tighe, Engineer, said Commissioners do hereby approve said plan and specifications as the same have been amended, provided, however,-

That the flashboards to be used on the spillway in low water periods be not more than two feet in height instead of three feet as shown on the plans and that their agreement be such that they will go out automatically whenever the water in the reservoir rises more than one foot higher than the top of the flashboards,-

in accordance with report of said James L. Tighe.

<u>John G. Maxfield</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

SUPPLEMENTARY SPECIFICATIONS FOR PLAN B

November 12, 1930

1. The object of this plan is to show the proposed re-location of the spillway from the East End of the dam to the West end, for the purposes of obtaining better bearing on the original embankment, rather than to place the spillway on the new fill of the dam.
2. The spillway is to be constructed of re-inforced concrete, the sides to be 18 inches thick at the bottom and twelve inches thick

at the top and the bottom of the flow level is to be 14 inches thick. The concrete is to be poured monolithic and the thru part consisting of the sides and flow bottom are to be poured at the same time, with one inch re-inforcing dowels placed every ten inches on center where side walls extend up from flow bottom. The crest of the overflow on the down side of the dam is to be two feet thick. All form work necessary for the construction of the spillway shall be well braced and so placed as to have the approval of the Engineer in charge before any concrete shall be placed. There shall be adequate toes on both ends of the spillway, same to be constructed of concrete or solid masonry, same to be left to the Engineer in charge. These toes are to be so constructed as to guard against any possibility of back-wash.

REPORT OF ENGINEER ON SUPPLEMENTARY PLAN "B" and SPECIFICATIONS

November 3, 1930

The Hon. the County Commissioners,
Hampden County
Springfield, Mass.

John G. Maxfield, Chairman,

Dear Sir:

I have examined on the ground the proposed relocation of the spillway from the south to the north end of the Prospera DeBona dam in course of construction across Sodom Brook, west of Loomis Street, in the town of Southwick for which supplementary plan "B" has been filed on October 28th last for your approval and report as follows:

The present location of the spillway as was approved on March 26th, 1930 is at the south end of the dam. Inasmuch as this point is very close to the highway (Loomis St. so called) it is thought advisable to change the location and build the spillway at the other or north end of the dam.

As the change will not lessen in anyway the stability of the structure and will remove any changes of danger to the foundation of the highway from wash that possibly might be caused by spillway water in high flood flow likewise since the spillway is of ample discharging capacity I recommend that supplementary plan "B" be approved.

Respectfully submitted,

James L. Tighe

DECREE ON SUPPLEMENTARY PLAN "B" AND SPECIFICATIONS

COUNTY COMMISSIONERS' MEETING

November 12, 1930

In the matter of the petition of Prospero DeBona for approval of plan and specifications for the construction of a dam in Southwick on land belonging to him across a small stream on his property.

Supplementary Plan "B" and specifications were filed October 28, 1930, said plan and specifications showing the proposed relocation of the spillway from the east end of the dam to the west end, for the purpose of obtaining better bearing on the original embankment, rather than to place the spillway on the new fill of the dam. Said plan and specifications were referred to James L. Tighe, Engineer, who has reported in writing, as the same is on file in this case,

And now, said Commissioners do hereby approve said supplementary plan "B" and specifications in accordance with the report of said James L. Tighe.

<u>John G. Maxfield</u>	} County Commissioners of the County of Hampden.
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

FINAL REPORT OF ENGINEER

December 30, 1942

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

In connection with the small ice pond dam built about ten years ago on Sodom Brook in Southwick by Prospero Debona of Stafford, Conn., I wish to report, in order that the records may be brought up to date, that this structure was never fully completed and, consequently, there has been no recommendation by your engineer for a final decree of acceptance on this dam.

The plan and specifications for this structure were approved by the County on March 26, 1930, and a supplementary plan and specifications, covering a change in the location of the proposed spillway, were approved on November 12, 1930. The work of building the dam was carried out in 1931, and the greater part of the structure was completed. For some reason, however, the work was discontinued before the spillway of the dam had been satisfactorily finished in accordance with the plan and specifications, but, nevertheless, the dam was put in service and formed a pond.

Although the Owner's attention was drawn to the unfinished spillway, nothing was done to complete the structure and during a heavy storm in September 1934, a washout occurred in and around the spillway. This washout, although it did no damage downstream, completely undermined and broke up the spillway, so that the water level was lowered to a height of only a few feet above the bed of the brook, leaving very little water stored in the pond.

Since that time, and up to the present, the dam has remained in the same apparently abandoned condition, with breached

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spillway and forming practically no pondage. In this condition it does not appear to constitute any danger, although it is regularly visited by your engineer to make sure that it may not be re-built and put into service again without the proper permit, etc.

The above outline of the history of this Debona dam will make plain why your engineer has not recommended that a final decree of acceptance be issued for it, and this letter, if filed with the other data on the structure, will serve to complete the records of the dam to date.

Respectfully submitted,

James L. Tighe

FINAL DECREE REVOKING INTERLOCUTORY DECREE APPROVING PLAN "B" AND
DISMISSING PETITION

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 31, 1943

In the matter of the petition of Prospero DeBona for approval of plan and specifications for the construction of a dam in Southwick on land belonging to him across a small stream on his property.

WHEREAS, on November 12, 1930 the County Commissioners by an interlocutory decree did approve a supplementary plan "B" and specifications herein, and

WHEREAS, by the report of the County Engineer Mr. James L. Tighe, dated December 30, 1942, which report is filed in this case, that the work contemplated in said plan "B" has never been carried out but on the other hand has been abandoned,

WHEREFORE, it is ORDERED, ADJUDGED AND DECREED that the aforesaid interlocutory decree approving said plan "B" be and the same hereby is revoked; and further, that the petition be and the same hereby is dismissed.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

COUNTY COMMISSIONERS OF THE COUNTY
OF HAMPDEN.

December Meeting 1942

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS
FOR THE COUNTY OF HAMPDEN:

The undersigned, Board of Selectmen of the Town of Ludlow, and Solomon Block of the City of Springfield, in said County, herewith jointly submit plans and specifications for repairs to the dam known as "Harris Brook Dam" on the land of Solomon Block, and pray your Honorable Board to approve same.

Pond formed by the impounding of Harris Brook is used by us for the cutting of ice. Harris Brook has its source in the Town of Ludlow and is spring fed.

DATED this 4th day of December, 1939.

Raymond L. Warren Chairman Chairman,

Board of

Robert M. Mackintosh

Selectmen,
Ludlow, Mass.

Solomon Block

Solomon Block
58 Bancroft Street
Springfield, Mass.

PROPOSALS AND SPECIFICATIONS

PROPOSALS AND SPECIFICATIONS FOR REPAIRS TO WHAT IS KNOWN AS "HARRIS BROOK DAM" HOLYOKE STREET, LUDLOW, MASS.

Repairs to be made consist of replacing a washed-out section of dike approximately 45 feet in length and to relocate the flume which was originally in the washed-out section. The new flume (24" tarred metal culvert) to be located in what was formerly the waterwheel flume when mill existed on this site. (See General Plan).

The section of dike to be replaced consisted of an earth and stone fill 10 feet across the top; an approximately 2 to 1 slope on upstream face, and a vertical dry rubble wall on down stream side. Proposed replacement section of dike consists of a 4 foot rubble core wall with grouted face centered in an earth fill 10 feet across the top. Upstream slope 2 1/2 to 1; down stream slope 2 to 1. (see details).

Soil to be used for fill gravelly in nature and free from roots and vegetation. Fill on upstream side of core to be puddled and compacted to secure maximum density. Core wall to be composed of field stone. Upstream face to be grouted with 1-2 mix of Portland cement and sand. Face stones to be washed prior to grouting. Existing flow of water to be diverted through new flume by means of sand bag coffer dam prior to construction of dike. All work to be performed by the Town of Ludlow and supervised by W. S. Nicoll, Civil Engineer, in employ of the Town of Ludlow.

General plans show proposed widening of arch under Holyoke Road.

BOARD OF SELECTMEN
OF THE TOWN OF
LUDLOW AND SOLOMON
BLOCK OF THE CITY
OF SPRINGFIELD,
Petitioners for
repairs to dam
known as "Harris
Brook Dam" on land
of Solomon Block
in the Town of
Ludlow.

Entire area between Holyoke Road and present dike will be filled in when the arch is widened in the Spring of 1940. This is a W. P. A. Project and has already received Presidential approval.

Plans, Proposals and Specifications for the Harris Brook Dam Repairs by:

W. A. Nicoll

W. S. Nicoll

W. P.A. Coordinator and Supervisory Engineer for the Town of Ludlow.

REPORT OF ENGINEER

The Hon. The Board of County Commissioners
Hampden County, Court Hous,
Springfield, Mass.

Charles W. Bray, Chairman:

Dear Sir:

In compliance with your instructions I have examined on the ground the repairs to be made on the Harris Pond dam in Ludlow, also the plans and specifications of the work to be done, filed for your approval on Dec. 5th, 1939 by the Town of Ludlow, and report as follows:

The Harris Pond dam is located on Higher Brook, a short distance upstream from Holyoke Street, at a point where the drainage area contributory is $8 \frac{1}{3}$ square miles.

The dam is 156 feet in length of which 120 feet, or thereabouts, is an earth embankment or dike, and the remainder a stone masonry spillway section. The height of the embankment is 9 feet above the streambed, and the spillway crest, which is 24 feet in length, is $7 \frac{1}{2}$ feet, that is, the spillway crest is 18 inches lower than the top of the embankment.

The pond formed by the structure covers about 10 acres, and can be drawn down or emptied by a corrugated steel pipe 24 inches in diameter, laid through the northerly abutment, or bulk head, of the spillway.

In years past the water power created by this dam, was used to run a saw mill and a sash and blind factory.

The mill, however, was burned down in 1924, and from then until a washout occurred in the embankment in June 1935, the pond was used as an ice pond.

The plans and specifications filed, show that the work to be done in repairing the dam, will consist of rebuilding the washed out part of the structure with earth-fill, having a heavy stone core wall 4 feet in thickness grouted on the upstream face with cement mortar. The earthfill will be 10 feet wide on top, and have an upstream slope of 1 on $2 \frac{1}{2}$ and a downstream slope of 1 on 2.

The specifications state that, in 1940, when the Holyoke Street arch over the brook is widened, the entire area between the street and the dam will be filled with earth thus adding material strength to the structure.

December Meeting 1942

Inasmuch as the repairs to be made appear to be substantial and stable, and assuming that the work will be done in a thorough manner, I recommend the plans and specifications filed, be approved, with the provisions that the concrete pier in the center of the spillway, and the large tree stump near the southerly end of the spillway, be removed, that the northerly abutment of the spillway be repaired, and the maple trees growing on this abutment be cut down.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 13, 1939

In the matter of the petition of the Board of Selectmen of the Town of Ludlow, and Solomon Block of the City of Springfield, for approval of plan and specifications for repairs to the dam known as "Harris Brook Dam" on the land of Solomon Block.

Petition, plan and specifications of the proposed work were filed December 5, 1939. Said plan and specifications were referred to James L. Tighe, Engineer, selected by the County Commissioners, and the said James L. Tighe having reported in writing (his report being on file with the case), the Commissioners do hereby approve said plan and specifications in accordance with the report of said James L. Tighe, with the provisions that the concrete pier in the center of the spillway, and the large tree stump near the southerly end of the spillway, be removed, that the northerly abutment of the spillway be repaired, and the maple trees growing on this abutment be cut down.

<u>Charles W. Bray</u>	} County Commissioners of the County of Hampden
<u>Thos. J. Costello</u>	
<u>Edward J. Stapleton</u>	

FINAL REPORT OF ENGINEER

December 30, 1942

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

I recommend for your acceptance the repairs made upon the 'Harris Pond Dam' owned by Solomon Block and located on Higher Brook in the town of Ludlow.

The repairing of this dam, although somewhat delayed, has been completed in accordance with the plan and specifications therefor.

which were approved by the County on December 13, 1939.

It should also be noted that this dam has been further strengthened considerably during the present year as a result of the reguilding of the highway known as Holyoke Street, which crosses Higher Brook immediately below or downstream from the dam. In the highway reconstruction work at this point, the road was raised some 3 or 4 feet above its former level, a new concrete wing wass was extended upstream from the easterly side of the highway culvert to connect with the easterly abutment wall of the dam overflow, and the entire area between the Highway and the earthen part of the dam was filled in with earth. The highway work was done, it appears, by the State Department of Public Works, as a national defense project in connection with Westover Air Base.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 31, 1943

In the matter of the petition of the Selectmen of the Town of Ludlow and Solomon Block of the City of Springfield for repairs to dam known as "Harris Brook Dam" on land of Solomon Block in the Town of Ludlow.

Petition, plan and specifications of the proposed work were filed December 5, 1939. Said plan and specifications were referred to James L. Tighe, Engineer, who made a report in writing dated December 9, 1939, on file with this case. On recommendation of said James L. Tighe, said plan and specifications were duly approved on December 13, 1939 with the provisions that the concrete pier in the center of the spillway, and the large tree stump near the southerly end of the spillway, be removed, that the northerly abutment of the spillway be repaired, and the maple trees growing on this abutment be cut down.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners dated December 30, 1942, which is on file with this case, and it appearing that said plan and specifications have been faithfully adhered to, it is ORDERED that same be accepted and recorded.

Thos. J. Costello)

Charles W. Bray)

Edward J. Stapleton)

County
Commissioners
of the County
of Hampden

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TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF
HAMPDEN:

Gentlemen:

The Westfield River Paper Company has had prepared plans and specifications for the repair of their Dam located at Russell, Massachusetts.

The contemplated work is as detailed on the drawing of the Linholm Construction Company dated 7/25/40 which is in your possession, and also in accordance with the enclosed specifications.

Briefly, the work to be done consists in filling in the hollow chamber of the old Dam, making same a solid structure.

We hereby pray that your Honorable Board may grant us permission to make these repairs in accordance with the plans and specifications submitted herewith.

Paul F. Moore, President,
Westfield River Paper Company, Inc.

SPECIFICATIONS

WORK CONTEMPLATED.

In general, the work shown on the drawings and described in these specifications, consists of the complete repair of the present dam located on the Westfield River in Russell, Massachusetts, for the Westfield River Paper Company, Inc.

All operations shall be carried on under the supervision of the Westfield River Paper Company, Inc. and the Lindholm Construction Co. Inc.

SCOPE AND INTENT.

It is the scope and intent of the drawings and specifications to include the furnishing of all labor, materials, appurtenances, tools, equipment, etc., necessary for the full performance of the work complete either as shown on the drawings or described in the specifications.

BUILDING LAWS.

The contractor shall execute all of his work in accordance with all Federal, State and local laws and regulations as to Workmen's Compensation and Public Liability Insurance, Social Security, etc.

CO-OPERATION WITH THE OWNER AND OTHER CONTRACTORS.

The contractor, in executing his work, shall co-operate with the Westfield River Paper Company Inc. and with any other contractor whose work comes in conjunction with his. The contractor shall execute his work at such times and in such parts of the premises as not to delay or hinder the Westfield River Paper Company, Inc.

WESTFIELD RIVER PAPER
Company Inc., Petrs.
for approval of plan
and specifications
for the repair of
their dam at Russell
Mass.

WORKMANSHIP.

All labor shall be performed in accordance with the best practice and requirements, and all work shall be finished in a thorough and workmanlike manner, to the satisfaction of the Westfield River Paper Company, Inc.

CEMENT.

All cement shall meet the requirements and methods of tests for Portland Cement which are the result of the joint labors of Special Committees of the American Society for Testing Materials.

FINE AGGREGATE OR SAND.

Fine aggregate shall consist of washed sand or the screenings of gravel or crushed stone, graded from fine to coarse and passing, when dry, a screen having 1/4 inch dia. holes. It shall be of coarse, angular grains or a mixture of coarse and fine grains with the coarse grains predominating, and not more than 30% by weight shall pass a sieve having 50 meshes per square inch. It shall be clean and free from soft particles, clay, vegetable loam, or other organic matter.

COARSE AGGREGATE OR STONE.

Coarse aggregate shall consist of washed gravel or crushed stone which is retained on a screen having 1/4 inch dia. holes. It shall be graded from the smallest to the largest particles and shall be clean, hard, durable rock or washed gravel.

The maximum size of coarse aggregate shall be such as will pass the 1-1/2 inch ring for Mass and Foundation Concrete.

WATER.

All water used for concrete shall be free from oil, alkali, acid, or organic matter. It shall be fresh and clean.

UNITS OF MEASURE.

The measurement of the fine and coarse aggregate shall be by weight as shall also the Portland Cement.

All concrete to be of the following mixture per cubic yard.

MASS OR REGULAR CONCRETE FOR FILLING UP OF PRESENT DAM CHAMBERS AND ALL OTHER CONCRETE WORK

Cement	329 pounds
Sand	1725 pounds
1 1/2" Stone or gravel	620 pounds
1" Stone or gravel	1250 pounds
Water Ratio	Approximately 35 gallons per cu. yd.

MIXING OF CONCRETE

Mixing of concrete shall be thorough and shall continue until the mass is uniform in color and homogeneous, as the maximum density and greatest strength of a given mixture depends largely on thorough and complete mixing. In all cases where conditions will permit, the mixing shall be done in a batch machine mixer of a type

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which will insure the uniform distribution of the materials throughout the mass. The mixing shall continue for the minimum time of one minute after all the ingredients are assembled in the mixer.

PLACING OF CONCRETE.

The placing of concrete shall be carried out in a continuous operation. No concrete shall be allowed to fall from a height of more than 5 feet. A ramie shall be used in heights greater than 5 feet.

FORMS.

All forms and centering must be true and fair to the proper lines, rigid and properly braced, and of sufficient strength to adequately support without deflection the pressure of the concrete as a liquid. Under no consideration shall forms be removed until concrete has hardened sufficiently to become not only self-supporting but of sufficient strength to safely sustain and carry any loads which may come upon it.

CLEANING OF PRESENT ROCK & CONCRETE.

The cleaning of all present rock and concrete of dirt, laitance, etc. shall be done in a thorough manner, so as to insure a perfect bond with the new concrete.

PROSECUTION OF WORK.

Work is to be carried on vigorously at all times in order to insure rapid completion.

Hampden County Approved

Sept. 18, 1940

Charles W. Bray

Edward J. Stapleton

Thos. J. Costello

REPORT OF ENGINEER

September 9, 1940

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Charles W. Bray, Chairman,

Dear Sir:

I have examined the plans and specifications, filed for your approval on August 31st, 1940, for the strengthening of the Westfield River Paper Co., Inc. dam on the Westfield River in the town of Russell and report as follows:

The Westfield River Paper Co., Inc. dam is located a short distance down stream from the village of Russell, at a point where the drainage area of the river is 342 square miles. It is a spillway structure extending across the river, not in a straight line, but in

a zig-zag fashion, following the highest points of the ledge rock upon which the dam is built.

The dam for a length of 175 feet or thereabouts, from its west end to the east side of the old power house built in the dam, is an Ambursen patented, reinforced concrete, hollow open front structure, about 20 feet in maximum height, while its remaining part, running easterly from the old power house, which has not been in use for years, is about 120 feet in length, and is a low wall, not averaging over 5 feet in height, built of solid concrete.

The ambursen part of the structure is considered the dam proper, and consists of a sloped reinforced deck and crest, averaging not more than a foot in thickness, supported on reinforced concrete piers 15 inches in thickness, spaced every 10 feet apart from the end abutment to the old power house.

The work proposed to be done, for which the plans and specifications have been filed for approval, is the strengthening of this Ambursen section of the structure, by filling in the bays, between the supporting piers, and the old power house culvert with concrete, thus turning piers, spaces between piers, deck, crest and old power house culvert into one solid block of concrete. In other words, this section of the structure will be converted from the hollow, inclined-deck type into a solid, gravity dam.

The proposed work, if faithfully performed in accordance with the plans and specifications filed, will add materially to the stability of the structure, and therefore, I recommend that the plans and specifications be approved.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 18, 1940

In the matter of the petition of the Westfield River Paper Company Inc., for approval of plan and specifications for the repair of their Dam located at Russell, Mass.

Petition, plan and specifications of the proposed work were filed August 31, 1940. Said plan and specifications were referred to James L. Tighe, Engineer, selected by the County Commissioners, and the said James L. Tighe having reported in writing (his report being on file with the case), the Commissioners do hereby approve said plan and specifications in accordance with the report of said James L. Tighe.

<u>Charles W. Bray</u>	}	County Commissioners of the County of Hampden
<u>Thos. J. Costello</u>		
<u>Edward J. Stapleton</u>		

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FINAL REPORT OF ENGINEER

December 30, 1942

The Hon. The Board of County Commissioners
Hampden County, Court House
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

I wish to recommend for your acceptance the strengthening of the Westfield River Paper Company dam, located on the Westfield River in the town of Russell.

The strengthening of this structure, or rather, its conversion from a hollow 'Ambursen-type' dam to a solid gravity dam, have been completed in accordance with the plan and specifications therefor which were approved by the County on September 18, 1940.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 31, 1943

In the matter of the petition of the Westfield River Paper Company Inc., for approval of plan and specifications for the repair of their dam at Russell, Mass.

Petition, plan and specifications of the proposed work were filed August 31, 1940. Said plan and specifications were referred to James L. Tighe, Engineer, who made a report in writing dated September 9, 1940, on file with this case. On recommendation of said James L. Tighe, said plan and specifications were duly approved on Sept. 18, 1940.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners dated December 30, 1942, which is on file with this case, and it appearing that said plan and specifications have been faithfully adhered to, it is ORDERED that same be accepted and recorded.

<u>Thos. J. Costello</u>) County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

SPRINGFIELD, Mayor
and Board of Aldermen
of the City of, Petrs.
for specific repairs
(painting) that portion
of the Ludlow (Putts)
Bridge which lies with-
in the limits of the
City of Springfield,
and for aid.

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COMMONWEALTH OF MASSACHUSETTS

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Springfield, in said County, that common convenience and necessity require that that portion of the LUDLOW (PUTTS) BRIDGE which lies within the limits of the City of Springfield, be painted.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs (painting) and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

DATED this twenty-second day of September, 1942.

Roger L. Putnam
Mayor

Thomas J. Fitzgerald

J. Albin Anderson, Jr.

Ernest W. Carman

Alfred W. Bettigole

Richard B. Anderson

The foregoing petition was entered on the twenty-third day of September, 1942, and due proceedings having been had thereon, on the twenty-third day of December, 1942, said Commissioners file the following Final Decree, to wit:

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 23, 1942

On the petition of the Mayor and Board of Aldermen of the City of Springfield for specific repairs (painting) that portion of the Ludlow (Putts) Bridge which lies within the limits of the City of Springfield, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-first day of October, A. D. 1942, hear all parties interested at the County Commissioners' Office, Court House, in Springfield, and did adjudge that repairs and painting should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order repairs and painting made on the Springfield portion of the Putts Bridge over the Chicopee River. The work shall consist of

painting so much of the bridge as lies in the city of Springfield, and to treat the bridge roadway with asphalt and cover with trap rock; said work to be done as directed by the Engineer and in accordance with the applicable requirements of Sections B and C of the Standard Specifications. These repairs and painting to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs and painting to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Springfield a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing and painting of this bridge.

All damages sustained by any person by reason of said repairs and painting on this bridge shall be paid by the City of Springfield.

<u>Charles W. Bray</u>	} County Commissioners of the County of Hampden Acting County Commissioner
<u>Edward J. Stapleton</u>	
<u>John G. Maxfield</u>	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Tolland in said County, that common convenience and necessity require that the highway leading from Tolland to Colebrook line and known as Colebrook River Rd be specifically repaired by installing a culvert, grading, and otherwise repaired as may be necessary, the work to begin at Station 10.50 and extend in a northerly direction for a distance of 200 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 25 day of November 1942

Rupert E. Clark

Alexander Brunk

J. C. Winn

SELECTMEN OF THE TOWN OF TOLLAND

The foregoing petition was entered on the twenty-eighth day of November, 1942, and due proceedings having been had thereon, on the twenty-third day of December, 1942, said Commissioners file the following Final Decree to wit:

TOLLAND, SELECTMEN of the Town of, Petrs for specific repairs (installing a culvert grading, etc.,) on Colebrook River Road beginning at sta. 10.50 and extending northerly 200 ft. more or less and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 23, 1942

On the petition of the Selectmen of the Town of Tolland for specific repairs (installing a culvert, grading, etc.) on Colebrook River Road, beginning at station 10.50 and extending northerly 200 feet more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of December, A. D. 1942, hear all parties interested at the County Commissioners' office, Court House, in Springfield, and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made, to install a culvert on the Colebrook River Road in the town of Tolland, the work to be done as directed by the Engineer and in accordance with the applicable requirements of Section D. - beginning at station 9+65 and to extend in a northerly direction to station 12+65, a distance of 300 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed TWO HUNDRED DOLLARS (\$200.00) towards the repairing of this road.

All damages sustained by any person or corporation by reason of said repairs on this road shall be paid by the Town of Tolland.

<u>Thos. J. Costello</u>	} County Commissioners
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

ORDERED

December 22, 1942 ORDERED that the sum of \$160.40 which is balance of cost of work done on Blandford State Road be paid from County Treasury to Town of Russell, Case No. 55 - 1939

ORDERED that the sum of \$999.99 be paid from County Treasury to Town of Brimfield for work done on Brookfield, Warren and Holland Roads. Case No. 42-1942

ORDERED that the sum of \$500.00 be paid from County Treasury to Town of Monson for work done on Wales Rd., Main St., Granite St. (State Ave.), Wilbraham Rd. Case No. 40 - 1942

VOTED

December 23, 1942	VOTED to close the Hampden County Court House
This vote was not	December 26, 1942 and every Saturday until further
carried out and	notice, and Registry of Deeds on January 2, 1943
it was not rescind-	and every Saturday thereafter until further notice,
ed. Comm. Costello	and to advise the Register of Probate to close
did not want it	Probate, as a War Emergency Measure to conserve
rescinded	heat and light during the Emergency.

December Meeting 1942

Bond in the amount of \$1,000.00 of BLANCHE Q. CARY, Second Assistant Register of Deeds, approved by the Hampden County Commissioners. It is on file in the County Treasurers' Office.

Bond - BLANCHE
Q. CARY

December 23, 1942 LEO P. SENEAL of Chicopee, County Treasurer, duly elected, appears and is sworn, and gives bond for the faithful discharge of the duties of said office. Bond approved December 23, 1942. It is filed with the Clerk of Courts

LEO P. SENEAL
elected

COUNTY TREASURER

December 31, 1942 ORDERED that the amount charged County of Hampden by Commonwealth of Mass., State Sanatorium at Westfield, under contract, be charged to certain Cities and Towns in the Hospital District in the total amount of \$2,941.50, to be paid to County Treasurer on or before January 7, 1943; also ORDERED that County Treasurer pay to Commonwealth of Mass., \$2,941.50 plus \$1,961.00, a total of \$4,902.50 on the Hospital Account.

Westfield State
Sanatorium Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting December 31,
1942

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Chicopee	\$790.50
Holyoke	999.00
Ludlow	270.00
Monson	93.00
Palmer	150.00
Westfield	406.50
West Springfield	93.00
Wilbraham	139.50
	<u>\$2,941.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before January 7, 1943. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Two Thousand Nine Hundred and Forty-one Dollars and Fifty Cents (\$2,941.50) plus the sum of One Thousand Nine Hundred and Sixty-one Dollars (\$1,961.00), a total of Four Thousand Nine Hundred and Two Dollars and Fifty Cents (\$4,902.50) on the Hospital Account.

Thos. J. Costello	} County Commissioners of the County of Hampden.
Charles W. Bray	
Edward J. Stapleton	

December 31, 1942 VOTED to appoint Harry J. Kennedy to the position of Master Mechanic, to succeed Thomas H. Cartmill, retired, at a salary of \$1740. per year, effective January 1, 1943.

VOTED - Harry J.
Kennedy

ORDERED that the sum of \$949.33 which is balance of County's proportion of cost of work done on Main Street be paid from County Treasury to Town of Russell. Case No. 54 - 1941

ORDERED

ORDERED that the sum of \$200.00 be paid from County Treasury to Town of Russell for work done on Main Street. Case No. 26 - 1942

December Meeting 1942

ORDERED

December 31, 1942

ORDERED that the sum of \$182.71 which is balance of County's proportion of cost of work done on New Boston Road be paid from County Treasury to Town of Tolland. Case No. 64 - 1941

ORDERED that the sum of \$400.00 be paid from County Treasury to Town of Tolland for work done on New Boston Road. Case No. 24 - 1942

THOMAS J. COSTELLO
Chairman

January 6, 1943

THOMAS J. COSTELLO, Esquire, of Springfield, chosen by ballot, Chairman, for ensuing year.

TROY T. MURRAY
County Counsel
Year 1943

VOTED to appoint Troy T. Murray, Esq., of Springfield, Hampden County, Mass., as Counsel of the Hampden County Commissioners, for the year 1943, and he is hereby appointed.

VOTED -
Horace K. Farrand
Dog Officer

VOTED to appoint Mr. Horace K. Farrand of Holyoke, Hampden County Mass., as Dog Officer for the County of Hampden for the year 1943, and he is hereby appointed.

ORDER to Arrest -
LEO J. DOWLING

ORDER to arrest Leo J. Dowling of Holyoke, holder of a release on parole.

BOND - Blanche Q. Cary

Bond of Blanche Q. Cary, Second Ass't Register of Deeds, approved. Filed in County Treas' Office.

ORDERED
Rutland Sanatorium
Accounts

ORDERED that the amount charged County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Mass., under contract be charged to certain Cities and Towns in the Hospital District in the total amount of \$768.00, to be paid to County Treasurer; also ORDERED that County Treasurer pay to Commonwealth of Massachusetts \$768.00 plus \$512.00, a total of \$1,280.00.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 6, 1943

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract the provisions of the General Laws, Chap. 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by a contract dated October 1, 1940 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, as amended under the date of October 9, 1939, be and the same is hereby charged to the following Cities and Town:

Chicopee	\$276.00
Holyoke	354.00
Palmer	138.00
	<u>\$768.00</u>

Said amount to be paid to the County Treasurer of the County of Hampden. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Seven Hundred and Sixty-eight Dollars (\$768.00) plus the sum of Five Hundred and Twelve Dollars (\$512.00), a total of One Thousand Two Hundred and Eighty Dollars (\$1,280.00).

Thos. J. Costello	County Commissioners of the County of Hampden
Edward J. Stapleton	
Charles W. Bray	

January 8, 1943 ORDERS TO TRANSFER (8) (See Page 154)

December Meeting 1942

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield, January 8, 1943

Whereas in the judgement of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Salaries and expenses, District Courts for Special Salary Increases in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of Sixteen dollars and Ninety-four cents (16.94) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Jan. 11, 1943

Theodore N. Waddell
Director of Accounts

Thos. J. Costello

Edward J. Stapleton

Charles W. Bray

} County
Commissioners

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield, January 8, 1943

Whereas in the judgement of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Training School in said County, said County Commissioners hereby authorize the County Treasurer to transfer from Reserve Fund the sum of Two Thousand Eight Hundred and Ninety dollars and Seventy cents (\$2,890.70) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Jan. 11, 1943

Theodore N. Waddell
Director of Accounts

Thos. J. Costello

Edward J. Stapleton

Charles W. Bray

} County
Commissioners

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield, January 8, 1943

Whereas in the judgement of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Law Library in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Thirty-five dollars and Twenty-six cents (\$35.26) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Jan. 11, 1943

Theodore N. Waddell
Director of Accounts

Thos. J. Costello

Edward J. Stapleton

Charles W. Bray

} County
Commissioners

ORDER TO TRANSFER

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield, January 8, 1943

Whereas in the judgement of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Care and Support of Prisoners in Jails & Houses of Correction including Salaries in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Two Thousand One Hundred and Eighty-two dollars and Sixty-eight cents (\$2,182.68) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Jan. 11, 1943

Theodore N. Waddell
Director of Accounts

Thos. J. Costello
Edward J. Stapleton
Charles W. Bray

} County
Commissioners

ORDER TO TRANSFER

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield, January 8, 1943

Whereas in the judgement of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for

Criminal Costs in Superior Court - Special Salary Increases in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for

Reserve Fund

the sum of One dollar and none cents (\$1.09) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Jan. 11, 1943

Theodore N. Waddell
Director of Accounts

Thos. J. Costello
Edward J. Stapleton
Charles W. Bray

ORDER TO TRANSFER

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield, January 8, 1943

Whereas in the judgement of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Training School - Special Salary Increases in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of Forty-nine dollars and Forty-one cents (\$59.41) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Jan. 11, 1943

Theodore N. Waddell

Thos. J. Costello

Edward J. Stapleton

Charles W. Bray

} County
CommissionersORDER TO TRANSFER

COMMONWEALTH OF MASSACHUSETTS

Hampden, SS.

Springfield, January 8, 1943

Whereas in the judgement of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Miscellaneous and Contingent Expenses in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of One Hundred and Forty-eight dollars and Seventy-nine cents (\$148.79) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Jan. 11, 1943

Theodore N. Waddell

Thos. J. Costello

Edward J. Stapleton

Charles W. Bray

ORDER TO TRANSFER

COMMONWEALTH OF MASSACHUSETTS.

Hampden, ss.

Springfield, January 8, 1943

Whereas in the judgement of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for District Court Salaries and Expenses in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of One Thousand Eight Hundred and Seventy-three dollars and eighty-four cents (\$1,873.84) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Jan. 11, 1943

Theodore N. Waddell

Director of Acc'ts.

Thos. J. Costello

Edward J. Stapleton

Charles W. Bray

County
Commissioners



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts
COUNTY OF HAMPDEN
REGISTER OF DEEDS

DONALD E. ASHE

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intentionally left blank

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

December Meeting 1942

January 8, 1943 ORDERS TO TRANSFER (8) *See Page 154A+B*

January 13, 1943 THOMAS J. COSTELLO, Esquire, of Springfield, chosen by ballot, Chairman for ensuing year.

ORDER to arrest Charles F. Dupray (alias Charles F. Dube) of Holyoke, holder of a release on parole

ORDER to arrest Michael McNulty of Holyoke, holder of a release on parole.

January 27, 1943 APPORTIONMENT of Hampden County Tuberculosis Hospital District Tax payable April 1, 1943

VOTED to accept the resignation of Harry J. Kennedy, dated January 26, 1943, to take effect February 1, 1943.
Resignation Attached.

VOTED to appoint Mr. Ludger E. Hubert to the position of "mechanical handyman" to succeed Harry J. Kennedy, resigned, at a salary of \$1740. per year, effective February 1, 1943.

STATEMENT of the War Chest Fund Account for the year ending December 31, 1942

February 3, 1943 LEONARD G. HENRY, released from Hampden County Training School on parole, February 5, 1943.

THOMAS HENRY, released from Hampden County Training School on parole, February 5, 1943.

Reginald SZLACHETKA, released from Hampden County Training School on parole, February 5, 1943.

February 17, 1943 ORDERED, that the sum of \$545.81 which is balance of County's proportion of cost of work done on Brimfield, Mashapaug and East Brimfield Roads be paid from County Treasury to Town of Holland. Case No. 37 - 1942.

ORDERED, that the sum of \$12.21 which is balance of County's proportion of cost of work done on Belchertown Road, be paid from the County Treasury to Town of Ludlow. Case No. 11- 1942
1941 money.

ORDERED, that the sum of \$254.17 which is balance of County's proportion of cost of work done on Thorndike St., Forest Lake Rd., and others, be paid from County Treasury to Town of Palmer. Case No. 44 - 1942

ORDERED, that the sum of \$39.73 which is balance of County's proportion of cost of work done on Monson Road be paid from County Treasury to Town of Wales. Case No. 41 - 1942.

February 24, 1943 ORDERED, County Treasurer authorized and directed to pay to the Treasurer of the Commonwealth of Massachusetts, the sum of \$770.56 which is for expenses of County Personnel Board for the year 1942 (Hampden County's share).

ORDERED that the sum of \$200.00 be paid from County Treasury to Town of Tolland for work done on Colebrook River Road (installing culvert, etc.,) Case No. 49 - 1942.

ORDER to arrest Martin Sypek of West Springfield, holder of a release on parole.

ORDERS TO TransferTHOMAS J. COSTELLO
Chosen ChairmanORDER TO ARREST
Charles F.
DuprayORDER TO ARREST
Michael McNultyAPPORTIONMENT
Hampden County
Tuberculosis TaxVOTEDVOTEDSTATEMENT - War
Chest Fund Acc.Release from Train-
ing School on
parole.ORDEREDORDEREDORDER TO ARREST

December Meeting 1942

CAMERON CONNORS
released from Hampden
County Training School

March 3, 1943

Cameron Connors, released from Hampden County Training School on parole, March 5, 1943.

ORDERED

ORDERED, County Treasurer authorized and directed to borrow \$500,000.00 under G. L. Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.

ORDERED
Westfield Sanatorium
Account

ORDERED that the amt charged County of Hampden by Commonwealth of Mass., State Sanatorium at Westfield, under contract, be charged to certain Cities and Towns in the Hospital District in the total amount of \$5,718.00, be paid to County Treasurer on or before March 31, 1943; also ORDERED that County Treas. pay to Commonwealth of Mass., \$5,718.00 plus \$3,812.00 a total of \$9,530.00 on the Hospital Account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting March 3, 1943.

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Agawam	\$135.00
Chicopee	1846.50
Holyoke	2103.00
Ludlow	354.00
Monson	19.50
Palmer	265.50
Westfield	570.00
West Springfield	307.50
Wilbraham	117.00
	<u>\$5718.00</u>

Said amount to be paid to the County Treasurer of the County of Hampden on or before March 31, 1943. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Five Thousand Seven Hundred and Eighteen Dollars (\$5,718.00) plus the sum of Three Thousand Eight Hundred and Twelve Dollars (3,812.00), a total of Nine Thousand Five Hundred and Thirty Dollars (\$9,530.00) on the Hospital Account.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

County
Commissioners
of the County
of Hampden

VOTE

VOTE

appointing John G. Maxfield to act as County Commissioner on March 10, 1943. Oath Attached.

STATEMENT -
Retirement System 1942

March 10, 1943

STATEMENT of the County of Hampden Contributory Retirement System for the year 1942.

ORDER to Arrest holder
of Parole LAWRENCE
WALDEN

March 11, 1943

ORDER to arrest holder of parole, Lawrence Walden. (Training School)

VOTED

March 17, 1943

VOTED to award County of Hampden Notes #763-776 incl., dated March 18, 1943, due November 8, 1943, for \$250,000.00 to THIRD NATIONAL BANK AND TRUST COMPANY of Springfield, Massachusetts, at .3474 percent discount.

Dec. Meeting 1943

March 17, 1943	ORDERED. County Treasurer authorized and directed to pay to County of Hampshire for County of Hampden's share of the expense of maintenance of Mt. Tom State Reservation the sum of \$12,512.14, divided into six payments.	<u>ORDERED</u>
March 24, 1943	ORDER to arrest holder of parole, <u>Cameron Connors</u> . Training School VOTED to terminate the term of parole granted to <u>Henry L. LaPierre</u> , 5 Highland Street, Waltham, Mass., on March 11, 1943, upon his induction into the Armed Forces of the United States.	<u>ORDER TO ARREST</u> <u>Holder of parole</u> <u>VOTED to terminate</u> <u>term of parole</u>
March 31, 1943	VOTED that the revocation order dated March 24, 1943 be and the same hereby is rescinded - in re: <u>Cameron Connors</u> . VOTED. to re-appoint Mrs. W. G. Dwight of Holyoke, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1943 to April 1, 1946. VOTED. to re-appoint Mr. Horace A. Moses of Russell, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1943 to April 1, 1946.	<u>VOTED</u> <u>VOTED TO re-</u> <u>appoint Mrs. W.</u> <u>G. Dwight</u> <u>VOTED to re-</u> <u>appoint Mr.</u> <u>Horace A. Moses</u>
April 7, 1943	ORDERED. County Treasurer authorized and directed to borrow \$30,000. under G. L. (Ter.Ed.) Chapter 111, Section 85 and Section 79 of Chapter 111 as amended by Acts of 1936 Chapter 343 - Hampden Tuberculosis Patients' Maintenance. ORDERED that the amount charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at Rutland, under contract, be charged to certain Cities and Town in the Hospital District in the total amount of 1,012.50 to be paid to County Treasurer; also ORDERED that County Treasurer pay to Commonwealth of Massachusetts \$1,012.50 plus \$675.00 a total of \$1,687.50.	<u>ORDERED</u> <u>ORDERED</u> <u>Rutland State</u> <u>Sanatorium</u> <u>Account</u>

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting April 7, 1943

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract according to the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by a contract dated October 1, 1940 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, be charged to the following Cities and Town:

Chicopee	\$270.00
Holyoke	394.50
Palmer	348.00
	<u>\$1,012.50</u>

Said amount to be paid to the County Treasurer of the County of Hampden. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of One Thousand And Twelve Dollars and Fifty Cents (\$1,012.50) plus the sum of Six Hundred and

December Meeting 1942

Seventy-five Dollars (\$675.00), a total of One Thousand Six Hundred and Eighty-seven Dollars and Fifty Cents (\$1,687.50).

Thos. J. Costello
Charles W. Bray
Edward J. Stapleton } County
Commissioners
of the County
of Hampden

Released on parole

April 7, 1943

Carl Hallock released from Hampden County Training School on parole on April 10, 1943.

Kenneth Phelps released from Hampden County Training School on parole on April 10, 1943.

Robert Thibeault released from Hampden County Training School on parole on April 10, 1943.

Damages Done By Dogs

Damages Done By Dogs

Land Damages

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

April 7, 1943

Hampden, ss:

Judgement is entered up according to reports, etc., and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Charles M. Calhoun Clerk.

COMMONWEALTH
Hampden, ss.

OF

MASSACHUSETTS

February 1, 1943

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS
FOR THE COUNTY OF HAMPDEN:

Respectfully represent the Board of Aldermen of the City of Springfield in said County, acting in compliance with the provisions of law relating thereto, that a travelled way in the City of Springfield, County of Hampden and Commonwealth aforesaid, known as Goodwin Street, and the track of a railroad used for private use in the transportation of freight, said railroad being owned by the Chapman Valve Manufacturing Company, cross each other at a point on said Goodwin Street located about 550 feet easterly of the intersection of the northerly line of said Goodwin Street and the westerly line of a travelled way known as Pinevale Street; that the said Board of Aldermen is of the opinion that public necessity and convenience require that the said Goodwin Street, so-called, be laid out across said railroad at the site above described, and your petitioner, the Board of Aldermen, is of the further opinion that public necessity require that Goodwin Street, as laid out, cross at a level with the railroad, and that said crossing be laid out in such manner, and your petitioner proposes that it be laid out in such a manner as not to injure or obstruct said railroad.

WHEREFORE, your petitioner prays that the Honorable Board of County Commissioners will, after notice to the Chapman Valve Manufacturing Company and to all persons interested, and after a hearing, and with the written consent of the Department of Public Utilities, give special authority and authorize such crossing, as provided by law.

BOARD OF ALDERMEN OF THE CITY OF SPRINGFIELD

Thomas J. Fitzgerald

William S. Lowe

Gilbert M. Campbell, Jr.

J. Albin Anderson, Jr.

Albert B. Vincent

Leon H. Hutchins

Richard B. Anderson

BOARD OF ALDERMEN
OF THE CITY OF
SPRINGFIELD, Petrs.
for layout of Good-
win Street across
railroad of Chapman
Valve Mfg. Company,
550 feet easterly
of intersection of
northerly line of
said Goodwin Street
and westerly line of
a travelled way
known as Pinevale
Street, and that
the proposed Goodwin
St., as laid out,
cross said railroad
at grade, and it be
laid out in such
manner as not to
injure or obstruct
said railroad.

7

PLAN

April Meeting 1943

The foregoing petition was entered on the fifth day of February 1943, and due proceedings having been had thereon, on the seventeenth day of March, 1943, said Commissioners file the following:-

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting March 17, 1943

Board of Aldermen of the City of Springfield, Petitioners, for the laying out of Goodwin Street, located about 550 feet easterly of the intersection of the northerly line of said Goodwin Street and the westerly line of travelled way known as Pinevale Street, and that the proposed Goodwin Street, as laid out, cross said railroad at grade, and it be laid out in such manner as not to injure or obstruct said railroad.

INTERLOCUTORY DECREE

In the matter of the above petition, the County Commissioners having caused due notice to be given of the time and place of the hearing, met the parties at said Springfield on the tenth day of March, 1943, at which time the parties were fully heard, and there being no objection, after due consideration, it is hereby ADJUDGED AND DECREED that public necessity and convenience requires that Goodwin Street be laid out across said railroad of Chapman Valve Manufacturing Company, at a point on said Goodwin Street, located about 550 feet easterly of the intersection of the northerly line of said Goodwin Street and the westerly line of a travelled way known as Pinevale Street, in such manner as not to injure or obstruct the railroad, said crossing of Goodwin Street and said railroad to be laid out at grade.

Edward J. Stapleton	} County Commissioners of the County of Hampden
Charles W. Bray	
John G. Maxfield	
Acting Commissioner	

NOTICE OF HEARING BY DEPARTMENT OF PUBLIC UTILITIES

April 14, 1943

County Commissioners of County of Hampden
Springfield, Massachusetts

Gentlemen:

Upon the petitions of the County Commissioners of the County of Hampden for consent of the Department (1) to the construction of Goodwin Street across the railroad of The Chapman Valve Manufacturing Company in Springfield at grade and (2) to the construction of Goodwin street across the railroad of Indian Orchard Company (The Chapman Valve

April Meeting 1943

Manufacturing Company, lessee) in Springfield at grade, the Department will hold a public hearing on Monday, May 3, 1943, at 11:00 o'clock in the forenoon, at its hearing-room, 166 State House, Boston, Mass.

By order of the Department,

Allan Brooks

Secretary

CONSENT OF DEPARTMENT OF PUBLIC UTILITIES

May 24, 1943

(D. P. U. 7021)

Petition of County Commissioners of County of Hampden for consent to the construction of Goodwin street across the railroad of the Chapman Valve Manufacturing Company in the city of Springfield at grade.

This is a petition of the County Commissioners of the County of Hampden for consent in writing to the laying out and construction of a highway in the city of Springfield over the tracks of the Chapman Valve Manufacturing Company at a level therewith.

After due notice, a public hearing was held upon the above entitled matter on May 3, 1943.

Section 104 of Chapter 160 of the General Laws as amended by Chapter 176 of the Acts of 1933 provides as follows:

"A public way may be laid out across a railroad previously constructed, if the county commissioners, or the department of public works in the case of a state highway, adjudge that public necessity and convenience so require . . . and the department of public utilities consents thereto in writing. . ."

Goodwin street, adjacent to the Chapman Valve Manufacturing Company which is manufacturing war materials, has been a traveled highway for many years and the city of Springfield wishes to lay it out as a public way.

The county commissioners of Hampden County upon the petition of the Board of Aldermen of the city of Springfield held a hearing on March 10, 1943, heard all parties interested and adjudged that public necessity and convenience require that goodwin street in the city of Springfield be laid out as a public way.

The attitude and practice of the Department in previous similar cases has been set forth in opinions and orders rendered therein, and has been expressed in essence as follows:

The Commonwealth, since 1904, has been committed to a policy of abolishing grade crossings and since that period, the Federal Government, the commonwealth, cities and towns and railroads have expended a very large sum of money in the abolition of grade crossings, and this Department and its predecessors for years have followed the policy of

April Meeting 1943

not consenting to new crossings at grade unless it be demonstrated that a crossing other than at grade would involve an unreasonable expenditure.

In the circumstances of this case, however, we believe that public necessity and convenience will be served by consenting thereto. The Department, therefore, is willing to give its consent in writing to the crossing at grade as provided for in the petition and plan of the County Commissioners of Hampden County. When trains or engines are to be operated over the proposed crossing, a flagman will stop all vehicular and pedestrian traffic while such movement is being made.

Accordingly, after notice, public hearing and consideration,

The Department HEREBY CONSENTS IN WRITING to the construction of a public way in the city of Springfield known as Goodwin street across the tracks of the Chapman Valve Manufacturing Company at a level therewith in accordance with the petition and plan on file with this Department.

By order of the Department

(Signed)

ALLAN BROOKS

Secretary

A true copy attest:

Allan Brooks

Secretary

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting June 2, 1943

Board of Aldermen of the City of Springfield, Petitioners, for layout of Goodwin Street across railroad of Chapman Valve Manufacturing Company, 550 feet easterly of intersection of northerly line of said Goodwin Street and westerly line of a travelled way known as Pinevale Street, and that the proposed Goodwin Street as laid out, cross said railroad at grade, and it be laid out in such manner as not to injure or obstruct said railroad.

FINAL DECREE

In the matter of the above petition, it appearing that heretofore the County Commissioners have adjudged and decreed that public necessity and convenience requires that Goodwin Street be laid out across said railroad of Chapman Valve Manufacturing Company, located about 550 feet easterly of the intersection of the northerly line of said Goodwin Street and the westerly line of a travelled way known as Pinevale Street, in such manner as not to injure or obstruct the railroad, said crossing of Goodwin Street and said railroad to be laid out at grade, and

April Meeting 1943

It further appearing that by an order of the Department of Public Utilities dated May 24, 1943, on file in this case, that said Department has consented as follows:

"The Department, therefore, is willing to give its consent in writing to the crossing at grade as provided for in the petition and plan of the County Commissioners of Hampden County. When trains or engines are to be operated over the proposed crossing, a flagman will stop all vehicular and pedestrian traffic while such movement is being made."

And

"The Department HEREBY CONSENTS IN WRITING to the construction of a public way in the City of Springfield known as Goodwin street across the tracks of the Chapman Valve Manufacturing Company at a level therewith in accordance with the petition and plan on file with this Department!"

NOW THEREFORE, the County Commissioners being of the opinion that public convenience and necessity requires that said way be laid out as petitioned for, hereby authorizes the City of Springfield to lay out Goodwin Street across said railroad of Chapman Valve Manufacturing Company at a point on said Goodwin Street located 550 feet easterly of the intersection of the northerly line of said Goodwin Street and the westerly line of a travelled way known as Pinevale Street, that said crossing of Goodwin Street be laid out at grade, in accordance with plan on file in the case and under the terms and conditions imposed by the aforesaid order of the Department of Public Utilities.

Any and all damages arising out of the laying out of Goodwin Street shall be borne by the City of Springfield.

<u>Edward J. Stapleton</u>	} County Commissioners of the County of Hampden Associate Commissioner
<u>Charles W. Bray</u>	
<u>John G. Maxfield</u>	

COMMONWEALTH OF
Hampden, ss.

MASSACHUSETTS

February 1, 1943

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS
FOR THE COUNTY OF HAMPDEN:

Respectfully represent the Board of Aldermen of the City of Springfield in said County, acting in compliance with the provisions of law relating thereto, that a travelled way in the City of Springfield, County of Hampden and Commonwealth aforesaid, known as Goodwin Street, and the track of a railroad used for private use in the transportation of freight, said railroad being owned by Indian Orchard Company, the Chapman Valve Manufacturing Company, Lessee, cross each

BOARD OF ALDERMEN
of the City of
Springfield, Petrs.
for layout of
Goodwin Street
across railroad of
Indian Orchard Co.,
the Chapman Valve
Mfg. Co., Lessee,
at the junction of
Pinevale Street, and
that the proposed
Goodwin Street as
laid out, cross said
railroad at grade
and be laid out in
such a manner as
not to injure or
obstruct said R. R.

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PLAN

SEE #7
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other at the junction of said Goodwin Street and a travelled way known as Pinevale Street; that the said Board of Aldermen is of the opinion that public necessity and convenience require that the said Goodwin Street, so-called, be laid out across said railroad at the site above described, and your petitioner, the Board of Aldermen, is of the further opinion that public necessity require that Goodwin Street, as laid out, cross at a level with the railroad, and that said crossing be laid out in such manner, and your petitioner proposes that it be laid out in such a manner as not to injure or obstruct said railroad.

WHEREFORE, your petitioner prays that the Honorable Board of County Commissioners will, after notice to the Indian Orchard Company, the Chapman Valve Manufacturing Company, Lessee and to all persons interested, and after a hearing, and with the written consent of the Department of Public Utilities, give special authority and authorize such crossing, as provided by law.

BOARD OF ALDERMEN OF THE CITY OF SPRINGFIELD

Thomas J. Fitzgerald

William S. Lowe

Gilbert M. Campbell, Jr.

J. Albin Anderson, Jr.

Albert B. Vincent

Leon H. Hutchins

Richard B. Anderson

The foregoing petition was entered on the fifth day of February, 1943, and due proceedings having been had thereon, on the seventeenth day of March, 1943, said Commissioners file the following, to wit:-

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 17, 1943

Board of Aldermen of the City of Springfield, Petitioners, for the laying out of Goodwin Street across a railroad of Indian Orchard Company, the Chapman Valve Manufacturing Company, Lessee, at Pinevale Street, and that the proposed Goodwin Street as laid out, cross said railroad at grade, and it be laid out in such manner as not to injure or obstruct said railroad.

INTERLOCUTORY DECREE

In the matter of the above petition, the County Commissioners having caused due notice to be given of the time and place of the hearing, met the parties at said Springfield on the tenth day of March, 1943, at which time the parties were fully heard, and there being no objection, after due consideration, it is hereby ADJUDGED AND DECREED that public necessity and convenience requires that Goodwin Street be laid out across said railroad of Indian Orchard Company, the Chapman Valve Manufacturing Company, Lessee, at Pinevale Street, in such

manner as not to injure or obstruct the railroad, said crossing of Goodwin Street and said railroad to be laid out at grade.

Edward J. Stapleton	}	County
Charles W. Bray		Commissioners
John G. Maxfield		of the County of Hampden
		Acting Commissioner

NOTICE OF HEARING BY DEPARTMENT OF PUBLIC UTILITIES

(filed in Case No. 7-1943)

CONSENT FROM DEPARTMENT OF PUBLIC UTILITIES

May 13, 1943.

(D. P. U. 7022)

Petition of County Commissioners of County of Hampden for consent to the construction of Goodwin street across the railroad of Indian Orchard Company (The Chapman Valve Manufacturing Company, lessee) in the city of Springfield at grade.

- - - - -

This is a petition of the County Commissioners of the County of Hampden for consent in writing to the laying out and construction of a highway in the city of Springfield over the tracks of the Indian Orchard Company at a level therewith.

After due notice, a public hearing was held upon the above entitled matter on May 3, 1943.

Section 104 of Chapter 160 of the General Laws as amended by Chapter 176 of the Acts of 1933 provides as follows:

"A public way may be laid out across a railroad previously constructed, if the county commissioners, or the department of public works in the case of a state highway, adjudge that public convenience and necessity so require . . . and the department of public utilities consents thereto in writing . . ."

Goodwin street, adjacent to the Indian Orchard Company (Chapman Valve Manufacturing Company, lessee) which is manufacturing war materials, has been a traveled highway for many years and the city of Springfield wishes to lay it out as a public way.

The County Commissioners of Hampden County upon the petition of the Board of Aldermen of the city of Springfield held a hearing on March 10, 1943, heard all parties interested and adjudged that public necessity and convenience require that Goodwin street in the city of Springfield be laid out as a public way.

The attitude and practice of the Department in previous similar cases has been set forth in opinions and orders rendered therein, and has been expressed in essence as follows:

April Meeting 1943

The Commonwealth, since 1904, has been committed to a policy of abolishing grade crossings and since that period, the Federal government, the commonwealth, cities and towns and railroads have expended a very large sum of money in the abolition of grade crossings, and this Department and its predecessors for years have followed the policy of not consenting to new crossings at grade unless it be demonstrated that a crossing other than at grade would involve an unreasonable expenditure.

In the circumstances of this case, however, we believe that public necessity and convenience will be served by consenting thereto. The Department, therefore, is willing to give its consent in writing to the crossing at grade as provided for in the petition and plan of the County Commissioners of Hampden County. When trains or engines are to be operated over the proposed crossing, a flagman will stop all vehicular and pedestrian traffic while such movement is being made.

Accordingly, after notice, public hearing and consideration,

THE DEPARTMENT HEREBY CONSENTS IN WRITING to the construction of a public way in the city of Springfield known as Goodwin street across the tracks of the Indian Orchard Company (Chapman Valve Manufacturing Company, lessee) at a level therewith in accordance with the petition and plan on file with this Department.

By order of the Department,

(signed) ALLAN BROOKS,

Secretary.

A true copy,

Attest:

Allan Brooks

Secretary.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting May 26, 1943

Board of Aldermen of the City of Springfield, Petitioners, for the laying out of Goodwin Street across a railroad of Indian Orchard Company, the Chapman Valve Manufacturing Company, lessee, at Pinevale Street, and that the proposed Goodwin Street as laid out, cross said railroad at grade, and it be laid out in such manner as not to injure or obstruct said railroad.

FINAL DECREE

In the matter of the above petition, it appearing that heretofore the County Commissioners have adjudged and decreed that public necessity and convenience requires that Goodwin Street be laid

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out across said railroad of Indian Orchard Company, the Chapman Valve Manufacturing Company, Lessee, at Pinevale Street, in such manner as not to injure or obstruct the railroad, said crossing of Goodwin Street and said railroad to be laid out at grade, and

It further appearing that by an order of the Department of Public Utilities dated May 13, 1943, on file in this case, that said Department has consented as follows:

"The Department, therefore, is willing to give its consent in writing to the crossing at grade as provided for in the petition and plan of the County Commissioners of Hampden County. When trains or engines are to be operated over the proposed crossing, a flagman will stop all vehicular and pedestrian traffic while such movement is being made."

And

"THE DEPARTMENT HEREBY CONSENTS IN WRITING to the construction of a public way in the City of Springfield known as Goodwin Street across the tracks of the Indian Orchard Company (Chapman Valve Manufacturing Company, lessee) at a level therewith in accordance with the petition and plan on file with this Department."

NOW THEREFORE, THE County Commissioners being of the opinion that public convenience and necessity requires that said way be laid out as petitioned for, hereby authorizes the City of Springfield to lay out Goodwin Street across said railroad of Indian Orchard Company, the Chapman Valve Manufacturing Company, Lessee, at Pinevale Street, that said crossing of Goodwin Street be laid out at grade, in accordance with plan on file in the case and under the terms and conditions imposed by the aforesaid order of the Department of Public Utilities.

Any and all damages arising out of the laying out of Goodwin Street shall be borne by the City of Springfield.

Edward J. Stapleton	}	County Commissioners of the County of Hampden Associate Commissioner
Charles W. Bray		
John G. Maxfield		

April 13, 1943 ORDER TO ARREST holder of parole, Cameron Connors.
TRAINING SCHOOL

ORDER to arrest
holder of parole

April 21, 1943 ORDER to arrest holder of parole, Harold Burgess.
(Training School).

ORDER TO ARREST

April 21, 1943 VOTED to award the \$30,000.00 County of Hampden
Tubercular Patients' Maintenance Notes Nos. 21 to
24 inclusive, dated April 21, 1943, payable April
1, 1944, to THE THIRD NATIONAL BANK AND TRUST
COMPANY of Springfield, Mass., at .34684% discount.
Signature and Award Certificate attached.

VOTED

The following bids were received:

Third National Bank & Trust Co. Springfield, Mass.	.34684% discount
First National Bank - Boston, Mass.	.435 % "
Kenneth B. Hill & Co.	.431 % "

April Meeting 1943

ORDERED

April 28, 1943

ORDERED, County Treasurer authorized and directed to pay to Treasurer of the Commonwealth of Massachusetts, the sum of One Hundred Twenty-Six Dollars and Sixty Cents (\$126.60) in accordance with provisions of Section 2 of Chapter 584 Acts of 1941 relative to supervision of Retirement Systems.

VOTED to release from H.C. Training School - RICHARD WEDGE

VOTED to release Richard Wedge from the Hampden County Training School as of April 24, 1943 because the family were removing their residence and domicile to New York City, N. Y.

ORDER to Arrest HERBERT BUTMAN

ORDER to arrest Herbert Butman of Springfield, holder of a release on parole.

Released from H.C. Training School - ARMAND HERD

May 5, 1943

Armand Herd released from Hampden County Training School on parole on May 7, 1943.

George Goodreau to be released from Hampden County Training School on parole on June 18, 1943.

REPORTS of the examinations of the Hampden County Retirement System

May 18, 1943

REPORTS of the examination of the Hampden County Retirement System as of Dec. 31, 1937; Dec. 31, 1938; Dec. 31, 1939 and Dec. 31, 1941, in accordance with Section 34, Chapter 32 of the General Laws.

ORDERED

May 26, 1943

ORDERED that the sum of \$37.00 be paid from County Treasury to Town of Brimfield for work done on King's Bridge in the Town of Brimfield. Case No. 43-1942

ORDERED

ORDERED that the sum of \$37.00 be paid from County Treasury to Town of Palmer for work done on King's Bridge in the Town of Palmer. Case No. 45-1942.

Released from H.C. Training School - WILLIAM R. PARKS

June 2, 1943

William R. Parks to be released from Hampden County Training School on parole on June 26, 1943.

Released from H.C. Training School - RICHARD BAILLARGEON

Richard Baillargeon to be released from Hampden County Training School on parole on August 15, 1943.

ANNUAL REPORT

June 9, 1943

ANNUAL REPORT

ORDER to Arrest - TEDDY PARADYSZ

ORDER to arrest holder of parole, Teddy Paradysz. (Training School).

WESTFIELD SANATORIUM ACCOUNT

ORDERED that the amount charged County of Hampden by Commonwealth of Mass., State Sanatorium at Westfield, under contract, be charged to the Cities and Towns in Hospital District in the total amount of \$8,932.50, to be paid to County Treasurer on or before July 1, 1943; also ORDERED that County Treasurer pay to Commonwealth of Mass., \$8,932.50 plus \$5,955.00, a total of \$14,887.50.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting June 9, 1943.

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract under the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Agawam	\$379.50
Chicopee	2,418.00
Holyoke	3,634.50
Ludlow	474.00
Monson	289.50
Palmer	688.50
Westfield	604.50
West Springfield	306.00
Wilbraham	138.00
	<u>\$8,932.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before July 1, 1943. IT IS ALSO ORDERED that the County Treasurer of the County of Hampden pay to the Commonwealth of Massachusetts the above sum of Eight Thousand Nine Hundred and Thirty-two Dollars and Fifty Cents (\$8,932.50) plus the sum of Five Thousand Nine Hundred and Fifty-five Dollars (\$5,955.00), a total of Fourteen Thousand Eight Hundred and Eighty-seven Dollars and Fifty Cents (\$14,887.50).

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

June 15, 1943 COUNTY BUDGET - Received from County Personnel Board.

County Budget

June 16, 1943 VOTE appointing John G. Maxfield to act as County Commissioner in place of Edward J. Stapleton because of absence from the meeting.

Vote

ORDERED, County Treasurer authorized and directed to pay \$782.00 to Berke Moore Company, Inc., on account of work done under contract No. 8596 - South End Bridge over the Connecticut River between the City of Springfield and the Town of Agawam. First Payment.

Ordered

ORDER to arrest holder of parole, Albert LeCompte. (Training School)

Order to Arrest
holder of parole

ORDER to arrest James D. Kelly of Springfield, holder of a release on parole.

Order to arrest
holder of release
on paroleDamages Done by DogsLand Damages

Sundry Accounts being presented, are allowed, and the same amounting to the sum of

Sundry Accounts

June 16, 1943

Hampden, ss:

Judgement is entered up according to reports, etc., and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest: Charles M. Calhoun Clerk.

7th June meeting

LUDLOW, Selectmen of the Town of, Petrs. for specific repairs on Belchertown Road and West Street and for aid

9

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the following highways be repaired as may be necessary.

BELCHERTOWN ROAD:

Leading from Station 35 + 50 and running Southerly a distance of approximately 4000 feet.

WEST STREET:

From the Indian Orchard Bridge Northerly about 2000 feet, and from the junction of Holyoke Street Southerly 4000 feet.

WHEREFORE your petitioners pray your Honorable Board after notice, view and hearing, may make such repairs and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 23rd day of March 1943.

Alfred E. Randall Chairman,

Aldie J. Latourneau

Stanley F. Kartz
Board of Selectmen,
Ludlow, Mass.

LUDLOW, of the Petrs. for repairs town Holy Street

9

The foregoing petition was entered on the twenty-fifth day of March, 1943, and due proceedings having been had thereon, on the eighth day of September, 1943, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting September 8, 1943

On the petition of the Selectmen of the Town of Ludlow for specific repairs on Belchertown Road and West Street and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the first day of September, A. D. 1943, hear all parties interested at the junction of West and Holyoke Streets in Ludlow and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways beginning at station 34+50 on Belchertown Road and extending in a southwesterly direction to station 74+50, a distance of 4,000 feet; and beginning at station 0+0 on West Street and extending in a northerly direction to station 19+0, a distance of 1,900 feet, - beginning again at station 83+0 and extending in a southerly direction to station 43+0, a distance of 4,000 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Ludlow.

Thos. J. CostelloCharles W. BrayEdward J. Stapleton

} County
Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the following highways be repaired as may be necessary.

WEST STREET: From the junction of Fuller Street extending Southerly approximately 14,000 feet to the Junction of Holyoke Street.

LUDLOW, Selectmen
of the Town of,
Petr. for specific
repairs on West
Street and Holyoke
Street and for aid

HOLYOKE STREET: To complete unfinished W.P. A. work
Harris Brook Project.) Beginning about
200 feet North of Kendall Street and
running South approximately 800 feet.

WHEREFORE your petitioners pray your Honorable Board
after notice, view and hearing, may make such repairs and may determine
and specify such specific repairs and order them to be made, and that
said County contribute to the expense of said repairs together with an
appropriation from the State and Town.

DATED this 23rd day of March, 1943.

Alfred E. Randall Chairman,
Aldie J. Latourneau
Stanley F. Kartz
Board of Selectmen,
Ludlow, Mass.

The foregoing petition was entered on the twenty-fifth day of March,
1943, and due proceedings having been had thereon, on the eighth day
of September, 1943, said Commissioners file the following final decree,
to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 8, 1943

On the petition of the Selectmen of the Town of Ludlow
for specific repairs on West Street and Holyoke Street and for aid.

It appearing that all persons and corporations interested
therein had been duly notified of the time and place of meeting, the
said Commissioners did on the first day of September, A. D. 1943, hear
all parties interested at the junction of West and Holyoke Streets in
Ludlow and did adjudge that specific repairs should be made. At the
time of said hearing no person interested having objected after adjudicat-
ing as aforesaid, said Commissioners order specific repairs made on said
highways beginning at station 83+0 and West Street and extending in a
northerly direction to station 232+22, a distance of 15,222 feet; and
Holyoke Street, from 200+ north of Kendall Street southwesterly for a
distance of 800+ft; these repairs to be made according to specifications
set forth in District Highway Engineer's Report of maintenance work and
in agreement of the Department of Public Works-Division of Highways, on
file with this case.

These repairs to be made and completed to the satisfaction of
the County Commissioners and the County of Hampden shall pay to the
Town of Ludlow a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) to-
wards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Ludlow.

<u>THOS. J. COSTELLO</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the TOWN OF HAMPDEN in said County, that common convenience and necessity require that the following highways be specifically repaired by resurfacing, grading or hardening, and otherwise repaired as may be necessary; the work to begin at the junction of the Carmody Road and East Longmeadow Roads, and extending in an easterly direction for a distance of 4750 feet more or less to Somers Road.

The work on Main Street beginning at the Point of Rocks and extending in an easterly direction for a distance of 1500 feet, more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 10th day of May 1943.

<u>Neil S. Kibbe</u>
<u>William Burns</u>
<u>John J. Flynn</u>

The foregoing petition was entered on the eighteenth day of May, 1943, and due proceedings having been had thereon, on the first day of September, 1943, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 1, 1943

On the petition of the Town of Hampden for specific repairs on East Longmeadow Road and Main Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of August, A. D. 1943, hear all parties interested at the Town Hall in Hampden and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways beginning at station 15+0 on East Longmeadow Road and extending in an easterly direction to station 63+50, a distance of 4,850 feet and beginning at station 81+50 on the Main Road and extending

HAMPDEN, Selectmen of the Town of, Petrs. for specific repairs on East Longmeadow Road and Main Street, and for aid.

in an easterly direction to station 135+0, a distance of 5,350 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FOUR HUNDRED DOLLARS (\$400.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Hampden.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

LONGMEADOW, Selectmen of the Town of, Petrs. for specific repairs on Longmeadow Street, beginning at Springfield City Line and extending southerly for a distance of 16,900 feet, more or less, and for aid

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Longmeadow, in said County, that common convenience and necessity require that the highway leading from the Springfield City Line to Enfield, Connecticut, and known as Longmeadow Street, be specifically repaired by bituminous patching and otherwise repaired as may be necessary, the work to begin at the Springfield City Line and extend in a southerly direction for a distance of 16,900 feet more or less.

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 24th day of May 1943

J. Bushnell Richardson Jr.

E. L. Stanley

Edwin S. Munson

Selectmen of the Town of Longmeadow

The foregoing petition was entered on the twenty-seventh day of May, 1943, and due proceedings having been had thereon, on the first day of September, 1943, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 1, 1943

On the petition of the Selectmen of the Town of Longmeadow for specific repairs on Longmeadow Street beginning at Spring-

LONGMEADOW, men of of, Petrs. specific on Longmeadow Street at Springfield City Line extending southerly for a distance of 16,900 feet, more or less, and for aid

field City Line and extending southerly for a distance of 16,900 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on ^{the} twenty-fifth day of August, A. D. 1943, hear all parties interested at the Town Hall in Longmeadow and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway beginning at station 0+0 and extending in a southerly direction to station 171+92, a distance of 17,192 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of Maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Longmeadow a sum not to exceed THREE HUNDRED DOLLARS (\$300.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Longmeadow. County
Edward J. Stapleton Thos. J. Costello Commissioners
Charles W. Bray of the County of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

The undersigned, Selectmen of the said Town of East Longmeadow, in said County, respectfully represent that common convenience and necessity require that specific repairs be made upon the highways in said Town as follows:

Somers Road from the Hampden Road to the Conn. State Line, a distance of about 11,400 feet.

Porter Road from Mapleshade Avenue to the Springfield line, a distance of about 6900 feet.

Chestnut Street from Prospect Street easterly, a distance of about 1500 feet.

WHEREFOR your petitioners pray that your Honorable Board, after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and the said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this twenty-second day of June 1943.

Leo D. Glynn

Lloyd C. Clark

John E. O'Toole

The foregoing petition was entered on the second day of July, 1943, and due proceedings having been had thereon, on the first day of September, 1943, said Commissioners file the following final decree, to wit:-

EAST LONGMEADOW,
Selectmen of the
Town of, Petrs. for
specific repairs
on Somers Rd.,
Porter Road and
Chestnut St., and
for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 1, 1943

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Somers Road, Porter Road and Chestnut Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of August, A. D. 1943, hear all parties interested at the Town Hall in East Longmeadow and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways beginning at station 0+0 on Somers Road and extending in a southerly direction to station 113+40, a distance of 11,340 feet; beginning at station 76+0 on Chestnut Street and extending in an easterly direction to station 91+0, a distance of 1,500 feet; beginning at station 0+0 on Porter Road and extending in a north easterly direction to station 69+0, a distance of 6,900 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of East Longmeadow.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

County
Commissioners
of the County
of Hampden

BRIMFIELD, Selectmen
of the Town of, Petre.
for specific repairs
on Holland Road, Warren
Road and Brookfield
Road, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Brimfield, in said County, that common convenience and necessity require that the following highways be specifically repaired as may be necessary:

Holland Road leading from State Highway to 2000' N. Holland Line, the work to begin at station 0+00 and go to station 24+00 and from station 25+64 to station 94+00, in a southerly direction, approximately 9236 feet more or less.

Warren Road leading from Warren Line to State Highway, the work to begin at station 0+00 and go to 160+82, in a southerly direction, a distance of 16082 feet more or less.

BRIMFIELD
men of the
Petre. for
repairs on
Road, Warren
Road and Brookfield
Road, and for aid.

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Brookfield Road leading from Warren Line to Little Rest Road, the work to begin at station 0+00 and go to station 147+75, a distance of 14,775 feet, more or less, in a southwesterly direction.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this nineteenth day of July 1943.

James H. Blair

Edwin F. Fenton

Cheney F. Newton

Selectmen of the Town of Brimfield

The foregoing petition was entered on the twenty-second day of July, 1943, and due proceedings having been had thereon, on the eighth day of September, 1943, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 8, 1943

On the petition of the Selectmen of the Town of Brimfield for specific repairs on Holland Road, Warren Road and Brookfield Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the first day of September, A. D. 1943, hear all parties interested at the Town Hall in Brimfield and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways beginning at station 0+00 on Holland Road and extending in a southerly direction to station 24+00 and beginning again at station 25+64 and extending in a southerly direction to station 94+00, a distance of 9,236 feet; beginning at station 0+00 on Warren Road and extending in a southerly direction to station 160+82, a distance of 16,082 feet; and beginning at station 0+00 on Brookfield Road and extending in a southwesterly direction to station 147+75, a distance of 14,775 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Brimfield.

Thos. J. Costello
Charles W. Bray
Edward J. Stapleton

County
Commissioners
of the County
of Hampden

PALMER, Selectmen of the Town of, Petrs. for specific repairs on Park St., Bridge St., North Main St., Belcher-Palmer, in said County, that common convenience and necessity require town Road, Ludlow Road, East Main Street, Thorndike Street, Bonds-ville Road, Forest Lake Road and Whipple Bridge, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Palmer, in said County, that common convenience and necessity require that the following highways be specifically repaired as may be necessary:

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ROAD	ROUTE No.	LEADING FROM	TO	STATION TO STATION	LENGTH IN FEET	DIRECTION
Park St.	20	State Hwy.	Thorndike St.	0+00-23+00	2300	W
Bridge St.		Water St.	Monson Line	0+00- 5+07	507	S
No. Main St.	20	Bondsville Rd.	Main St.	138+86-180+87	4201	E
Belchertown Rd.	181	RR King	Belchertown L.	0+00-24+40	2440	N
Ludlow Rd.		Wilbraham L.	Anderson Ave.	0+00-75+00	7500	E
E. Main St.		Charles St.	450' E. High St.	3+97-54+00	5003	NE
Thorndike St.	32	Church St.	Main St.	0+00-112+00	11200	S
Bondsville Rd.		No. Main St.	State St.	0+00-181+25	18125	N
Forest Lake Rd.		State Hwy	Nigh St.	0+00-132+50	13250	SW
Whipple Bridge		Bridge & Approaches		3+36 - 8+35	499	

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 21st day of July 1943.

George B. Cheney

Peter F. Warakowski

Daniel W. O'Connor

Selectmen of the Town of Palmer

The foregoing petition was entered on the twenty-third day of July, 1943, and due proceedings having been had thereon, on the eighth day of September, 1943, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 8, 1943

On the petition of the Selectmen of the Town of Palmer for specific repairs on Park Street, Bridge Street, North Main Street, Belchertown Road, Ludlow Road, East Main Street, Thorndike Street, Bondsville Road, Forest Lake Road and Whipple Bridge, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the first day of September, A. D. 1943, hear all parties interested at the Town Hall in Palmer and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways beginning at station 0+00 on Park Street and extending in a westerly direction to station 23+00, a distance of 2300 feet,

beginning at station 0+00 on Bridge Street and extending in a southerly direction to station 5+07, a distance of 507 feet,

beginning at station 138+86 on North Main Street and extending in an easterly direction to station 180+87, a distance of 4201 feet,

beginning at station 0+00 on Belchertown Road and extending in a northerly direction to station 24+40, a distance of 2440 feet,

beginning at station 0+00 on Ludlow Road and extending in an easterly direction to station 75+00, a distance of 7500 feet,

beginning at station 3+97 on East Main Street and extending in a northeasterly direction to station 54+00, a distance of 5003 feet,

beginning at station 0+00 on Thorndike Street and extending in a southerly direction to station 112+00, a distance of 11200 feet,

beginning at station 0+00 on Bondsville Road and extending in a northerly direction to station 181+25, a distance of 18125 feet,

beginning at station 0+00 on Forest Lake Road and extending in a southwesterly direction to station 132+50, a distance of 13250 feet,

beginning at station 3+36 on Whipple Bridge and extending for a distance of 499 feet to station 8+35,

these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Palmer.

Thos. J. Costello	}	County Commissioners of the County of Hampden
Charles W. Bray		
Edward J. Stapleton		

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Wales, in said County, that common convenience and necessity require that the highway leading from Monson Road to State Highway and known as Monson Road be specifically repaired as may be necessary, the work to begin at station 0+00 and extend in an easterly direction to station 157+00, a distance of 15,700 feet more or less.

WALES, Selectmen
of the Town of,
Peters. for
specific repairs
on Monson Road
and for aid.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 26th day of July 1943.

George H. White

Viola A. Bowden

Herbert D. Perry

The foregoing petition was entered on the twenty-seventh day of July, 1943, and due proceedings having been had thereon, on the eighth day of September, 1943, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting September 8, 1943

On the petition of the Selectmen of the Town of Wales for specific repairs on Monson Road and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the first day of September, A. D. 1943, hear all parties interested at the Town Hall in Wales and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway beginning at station 0+00 and extending in an easterly direction to station 157+00, a distance of 15700 feet, these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed THREE HUNDRED DOLLARS (\$300.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wales.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

} County
Commissioners
of the County
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Road Commissioners of the Town of Monson, in said County, that common convenience and necessity require that the following highways be specifically repaired as may be necessary:

MONSON, Road Commissioners of the Town of, Petrs. for specific repairs on Wales Rd., Main Street, State Avenue and Wilbraham Road, and for aid.

Wales Road, leading from Wales Line to Main Street, the work to begin at station 0+00 and extend to station 102+00, in a north-westerly direction, a distance of 10,200 feet more or less.

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Main Street, leading from State Highway to State Highway, the work to begin at station 0+00 and extend to station 32+50, in a southerly direction, a distance of 3250 feet more or less.

State Avenue, leading from Quabaug River to Hospital Road, the work to begin at station 5+07 and extend to station 42+00, in a southerly direction, a distance of 3693 feet more or less.

Wilbraham Road, leading from Wilbraham Line easterly, the work to begin at station 0+00 and extend to station 28+00, a distance of 2800 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 29th day of July 1943.

D. P. Cahill, Jr.

Thomas W. McAuliffe

Road Commissioners of the Town of Monson

The foregoing petition was entered on the twenty-ninth day of July, 1943, and due proceedings having been had thereon, on the eighth day of September, 1943, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 8, 1943

On the petition of the Road Commissioners of the Town of Monson for specific repairs on Wales Road, Main Street, State Avenue and Wilbraham Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the first day of September, A. D. 1943, hear

all parties interested at the Town Hall in Monson and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways beginning at station 0+00 on Wales Road and extending in a northwesterly direction to station 102+00, a distance of 10,200 feet,

beginning at station 0+00 on Main Street and extending in a southerly direction to station 32+50, a distance of 3,250 feet,

beginning at station 5+07 on State Avenue and extending in a southerly direction to station 42+00, a distance of 3,693 feet,

beginning at station 0+00 on Wilbraham Road and extending in an easterly direction to station 28+00, a distance of 2,800 feet,

these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Monson.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

HOLLAND, Selectmen
of the Town of, Petrs.,
for specific repairs
on Brimfield Road,
Mashapaug Road, E.
Brimfield Road, Pond
Bridge Road, Stafford
Road and Sturbridge
Road and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Holland, in said County, that common convenience and necessity require that the following highways be specifically repaired as may be necessary:

Brimfield Road, leading from Brimfield Line to Stafford Road, the work to begin at station 0+00 and extend to station 104+50, in a southerly direction, a distance of 10,450 feet more or less.

Mashapaug Road, leading from Brimfield Road to Conn. State Line, the work to begin at station 104+50 and extend to station 260+75, in a southeasterly direction, a distance of 15,625 feet more or less.

E. Brimfield Road, leading from Brimfield Line to Pond Bridge Road, the work to begin at station 0+00 and extend to station 25+00, in a southwesterly direction, a distance of 2500 feet more or less.

Pond Bridge Road, leading from Bridge, 42 feet more or less.

June Meeting 1943

Stafford Road, leading from Brimfield Road westerly, the work to begin at station 0+00 and extend to station 18+00, a distance of 1800 feet more or less.

Sturbridge Road, leading from Brimfield Road easterly, the work to begin at station 0+00 and extend to station 9+00, a distance of 900 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 26th day of July 1943

J. W. Davis

Joel Whitney

Bradford W. Ordway

Selectmen of the Town of Holland

*(See reverse side)

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 8, 1943

On the petition of the Selectmen of the Town of Holland for specific repairs on Brimfield, Mashapaug, E. Brimfield, Pond Bridge, Stafford and Sturbridge Roads and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the first day of September, A. D. 1943, hear all parties interested at the Town Hall in Holland and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways, the work to begin at station 0+00 on Brimfield Road and extending in a southerly direction to station 104+50, a distance of 10,450 feet;

beginning at station 104+50 on Mashapaug Road and extending in a southeasterly direction to station 260+75, a distance of 15,625 feet;

beginning at station 0+00 on E. Brimfield Road and extending in a southwesterly direction to station 25+00, a distance of 2500 feet;

beginning at station 0+00 on Stafford Road and extending in a westerly direction to station 18+00, a distance of 1800 feet;

beginning at station 0+00 on Sturbridge Road and extending in an easterly direction to station 9+00, a distance of 900 feet;

And 42 feet on Pond Bridge Road leading from bridge;

June Meeting 1943

these repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Holland.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

(See page 168)

The foregoing petition was entered on the thirty-first day of July, 1943, and due proceedings having been had thereon, on the eighth day of September, 1943, said Commissioners file the following final decree, to wit:

Petition for Return
of Forfeited Bail

June 22, 1943

Petition for Return of Forfeited Bail and Authori at-
ion by County Commissioners for County Treasurer to
pay.

{Petition of Alfredo Albano
{in the case of Geranor Calabrese.}

APPORTIONMENT of
County Tax for
Year 1943

June 23, 1943

APPORTIONMENT OF COUNTY TAX for the year 1943.

June 18, 1943

Agawam	\$13,217.64
Blandford	1,250.30
Brimfield	1,518.23
Chester	2,054.07
Chicopee	59,032.42
East Longmeadow	6,340.84
Granville	2,589.92
Hampden	1,518.23
Holland	357.23
Holyoke	113,688.76
Longmeadow	22,594.85
Ludlow	11,610.00
Monson	5,001.23
Montgomery	446.53
Palmer	11,342.08
Russell	4,644.00
Southwick	3,036.46
Springfield	362,321.54
Tolland	535.84
Wales	535.84
West Springfield	36,080.32
Westfield	30,811.17
Wilbraham	4,644.00
	<u>\$695,171.50</u>

June 23, 1943

ORDERED that County Treasurer be authorized and directed to pay sum of \$1,721.25 to Berke Moore Company, Inc., on acct. of work done under contract No. 8596 - South End Bridge over Connecticut River between City of Springfield and Town of Agawam. (Second Payment)

ORDERED

VOTED, County Treasurer authorized to sell \$10,000. principal at 100 and accrued interest of the Province of Quebec 3's due 7/15/51 and to purchase 250 shares of the Third National Bank and Trust Company of Springfield at \$40.00 a share.

VOTED

June 30, 1943

VOTED to increase salaries of certain County Employees, effective July 1, 1943.

VOTED

VOTED to increase salaries of certain Probation Officers in the District Courts of Hampden County, effective July 1, 1943.

VOTED that the salary of Horace K. Farrand, Dog Officer for the County of Hampden, be and the same is hereby increased from \$500.00 to \$600.00 per year beginning July 1, 1943.

COAL BIDS were received and opened and read by Charles M. Calhoun, Clerk. One bid was received from W. F. Cook Coal Company, Inc., West Springfield, Mass.

COAL BIDS

No award was made. (See July 21, 1943)

VOTED to increase salaries of certain County employees on Mt. Tom State Reservation, effective July 1, 1943.

VOTED TO INCREASE

ORDERED that the order of the County Commissioners of Sept. 2, 1942 in re: release of John E. Vermeiren from the House of Correction on Probation, be amended by adding thereto a clause terminating the probation of said Vermeiren upon his induction or entry into the Armed Services of the United States within two years from Sept. 2, 1943.

ORDERED

July 7, 1943

ORDERED, County Treasurer authorized and directed to pay to Myra M. Lerche, the sum of \$2,000.00 for a certain parcel of land in Agawam, said property being presently occupied and used in connection with the Hampden County Jail and House of Correction.

ORDERED

ORDERED, County Treasurer authorized and directed to pay sum of \$3,710.25 to Berke Moore Company, Inc., on acct. of work done under contract No. 8596 - South End Bridge over the Connecticut River between the City of Springfield and the Town of Agawam. (Third Payment).

ORDERED, that the amount charged County of Hampden by Comm. of Mass., State Sanatorium at Rutland, under contract, be charged to certain Cities and Town in Hospital District in the total am't of \$829.50 to be paid to County Treasurer; also ORDERED that County Treasurer pay to Comm. of Mass., \$829.50 plus \$553.00 a total of \$1,382.50.

parole

JOSEPH REISNER, released from Hampden County Training school on parole. Released on parole

RICHARD GAGNE, released from Hampden County Training School on parole on July 8, 1943.

SALVATORE D'ANGELIS, released from Hampden County Training School on parole on July 8, 1943.

July 14, 1943

VOTED to increase the salary of Thomas Begley, George Huot and Bart Moriarty from \$1560. to \$1680. per year commencing July 1, 1943.

VOTED

VOTED to increase the salary of William Donovan, Head Instructor at the Hampden County Training School, from \$1200. to \$1260. per year, commencing July 1, 1943.

June Meeting 1943		
<u>ORDER</u>	July 21, 1943	ORDER to arrest Raymond Corbin of Springfield, holder of a release on parole.
<u>VOTED</u>		VOTED to award contract for supplying coal to the Jail and House of Correction and Training School to the W. F. COOK COAL COMPANY, INC., of West Springfield.
		VOTED to amend vote of June 30, 1943 relative to the salary of James P. Brady by striking out the figure \$2080. and inserting in place thereof the figure \$2160.00.
<u>ORDERED</u>	July 28, 1943	ORDERED, County Treasurer authorized and directed to pay the sum of \$3,853.05 to Berke Moore Company, Inc., on acct. of work done under contract No. 8596 South End Bridge over the Connecticut River between the City of Springfield and Town of Agawam. (Fourth Payment).
<u>Released on Parole</u>	August 4, 1943	ALBERT TATRO, - Released from Hampden County Training School on Parole. EDWARD BATOR - released from Hampden County Training School on parole, on August 5, 1943. JAMES BINGHAM - released from Hampden County Training School on parole, on August 5, 1943. NICHOLAS BAZOS - released from Hampden County Training School on parole, on August 5, 1943. ANGELO CUOCO - released from Hampden County Training School on parole, on August 5, 1943.
<u>VOTED</u>	August 11, 1943	VOTED to award County of Hampden notes #777790 incl., dated August 12, 1943, due November 8, 1943, aggregating \$250,000.00 to UNION TRUST COMPANY of Springfield, Mass. at .267% discount.
<u>ORDERED</u>		ORDERED, County Treasurer authorized and directed to pay sum of \$3,138.20 to Berke Moore Company, Inc., on acct. of work done under contract No. 8596 - South End Bridge over the Connecticut River between the City of Springfield and the Town of Agawam. (Fifth Payment).
<u>Order to arrest holder of a release on parole</u>		<u>ORDER to arrest Raymond E. Belville of Warehouse Point, Connecticut, holder of a release on parole.</u>
<u>Order to arrest holder of parole</u>	August 20, 1943	ORDER to arrest holder of parole, Robert Thibeault - (Training School).
<u>ORDERED</u>	August 25, 1943	ORDERED, County Treasurer authorized and directed to pay sum of \$4,496.50 to Berke Moore Company Inc., on acct. of work done under contract No. 8596 - South End Bridge over the Conn. River between Springfield and Agawam. (Sixth Payment)
<u>VOTED</u>		VOTED to purchase a new 1942 Chevrolet for the Hampden County Training School from Bronson Chevrolet Company, Chicopee Falls, Mass., in accordance with their proposal dated August 12, 1943: Delivered Price \$1221.00 Underseat Heater & Defroster 32.70 \$1253.70 Allowance 1940 Ford Station Wagon being used by the H. C. Training School 578.70 \$675.00
<u>DANIEL M. KEYES, JR., APPOINTED</u>	September 1, 1943	Daniel M. Keyes, Jr. of Springfield, appointed Acting Register of Deeds for Hampden County under the provisions of the statutes of 1943 Chapter 548, etc. (See May 8 and 11, 1942). Qualified as Acting Register of Deeds for Hampden County. Bond - Fidelity and Deposit Company of Maryland submitted which was approved by the County Commissioners. Amount of bond - \$4,000.00. Filed in County Treasurer's Office.

September 1, 1943

ORDER to arrest Anna M. Fellows of Springfield, holder of a release on parole.

ORDER

September 8, 1943

ORDERED, County Treasurer authorized and directed to pay the sum of \$4,937.31 to Berke Moore Company, Inc., on acct. of work done under contract No. 8596 - South End Bridge over the Connecticut River between the City of Springfield and the Town of Agawam. (Seventh Payment.)

ORDERED

September 21, 1943

The following Agreement received in the mail this date: - from the City of Springfield,

AGREEMENT

AGREEMENT between City of Springfield and County of Hampden to supply steam for heating purposes to the District Court from October 1, 1943 to and including September 30, 1944.

It is filed in the County Treasurer's office.

Signed by County Comms. on Sept. 15, 1943.

September 22, 1943

ORDERED, County Treasurer authorized and directed to pay the sum of \$3,062.29 to Berke Moore Co., Inc., on acct of work done under contract No. 8596 - South End Bridge over Connecticut River between City of Springfield and Town of Agawam. (Eighth Payment).

ORDERED

September 29, 1943

ORDER to arrest George Lindsey of Springfield, holder of a release on parole.

Order to arrest

VOTED to elect CHARLES W. BRAY as a member of the County Personnel Board from the Four Western Counties to serve a term of three years from September 1, 1943.

VOTED

ORDERED, County Treasurer be authorized and directed to purchase \$25,000.00 two percent (2%) Treasury Bonds of 1951-53, in accordance with the provisions of Chapter 5 of the Acts of 1943 Section 2.

ORDEREDDamages done by DogsLand Damages

Sundry Accounts being presented, are allowed, and the same amounting to the sum of

September 29, 1943

Hampden ss:

Judgement is entered up according to reports etc., and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

Charles M. Calhoun Clerk.

Space for AED Meeting

WESTFIELD, City of, by
its Mayor and City
Council, Petrs., for
layout and construct-
ion of a highway lead-
ing from Apremont High-
way to the Administrat-
ion Building of the
Barnes Airport in the
City of Westfield, and
for aid.

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PLAN

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT your petitioner, the City of Westfield by its Mayor and City Council, that common convenience and necessity require the laying out and construction of a highway leading from Apremont Highway to the Administration Building of the Barnes Airport so-called, in the City of Westfield, a distance of eight hundred (800) feet more or less.

WHEREFORE your petitioners pray that you will after due notice, view and hearing, proceed to lay out and construct said highway as set forth above, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this 15th day of May 1943.

Alice D. Burke
MAYOR

H. R. Thorpe

L. C. Parker, Jr.

Ernest F. Hatch

James A. Atwater

Homer E. Bush

Fred C. Veselak

The foregoing petition was entered on the twenty-fifth day of May, 1943, and due proceedings having been had thereon, on the twentieth day of October, 1943, said Commissioners file the following layout decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting October 20, 1943

On the Petition of the Mayor and City Council of the City of Westfield praying for layout and construction of a highway leading from Apremont Highway to the Administration Building of the Barnes Airport in the City of Westfield, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the sixteenth day of June, A. D. 1943, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out and constructed. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out and order constructed said highway in the manner following:

The layout consists of a location for an access road to the Barnes Airport and begins at Apremont Way about opposite the administration building of said airport and extends thence in a southeasterly direction about 800 feet as hereinafter described.

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in May 1943 and begins at a point shown on plan as station 0, said point being identical with station 136+78.94 of the base line of the 1929 county layout on Apremont Way and extends thence south $39^{\circ} 41' 05''$ east 850.00 feet to a point shown on plan as station 8+50.

The northeasterly location line begins at a point on the southeasterly location line of the aforesaid 1929 county layout on Apremont Way bearing north $27^{\circ} 58' 55''$ east and 83.57 feet distant from station 0+35.68 of the above described base line and extends thence south $39^{\circ} 51' 35''$ east 395.96 feet to a point bearing north $50^{\circ} 13' 58''$ east and 78.51 feet distant from station 4+00; thence north $50^{\circ} 13' 58''$ east 121.02 feet to a point bearing north $50^{\circ} 13' 58''$ east and 199.53 feet distant from the said station 4+00; thence south $39^{\circ} 46' 02''$ east 223.83 feet to a point bearing north $50^{\circ} 13' 58''$ east and 199.85 feet distant from station 6+23.83; thence north $50^{\circ} 13' 58''$ east 37.20 feet to a point bearing north $50^{\circ} 13' 58''$ east and 237.05 feet distant from the said station 6+23.83; thence south $39^{\circ} 41' 24''$ east 109.49 feet to a point bearing north $50^{\circ} 18' 55''$ east and 237.06 feet distant from station 7+32.98; thence south $50^{\circ} 18' 55''$ west 227.53 feet to a point bearing north $50^{\circ} 18' 55''$ east and 9.53 feet distant from the said station 7+32.98; thence south $39^{\circ} 51' 35''$ east 116.99 feet to a point bearing north $50^{\circ} 08' 25''$ east and 9.88 feet distant from the point of ending of the above described base line shown on plan as station 8+50; thence south $50^{\circ} 08' 25''$ west 50.00 feet to a point at the end of the layout bearing south $50^{\circ} 08' 25''$ west and 40.12 feet distant from the said station 8+50.

The southwesterly location line begins at a point on the aforesaid southeasterly location line of Apremont Way bearing south $27^{\circ} 58' 55''$ west and 46.00 feet distant from station 0+35.68 of the above described base line and extends thence south $39^{\circ} 51' 35''$ east 796.97 feet to a point at the end of the layout, marking the southeasterly end of the above described northeasterly location line.

The above layout is indicated on plan made by the Commonwealth of Massachusetts and marked as follows:

THE COMMONWEALTH OF MASSACHUSETTS

Plan of Access Road to the

Barnes Airport

In The
CITY OF WESTFIELD

Hampden County

Laid out by the COUNTY

COMMISSIONERS

Scale: 40 feet to the inch

Office of Mass. Dep't of Public Works-100 Nashua St., Boston-July 28, 1943

The layout does not involve the taking of any land by Eminent Domain.

The work to be done is as follows: to grade, surface with bituminous macadam and otherwise improve about seven hundred twenty-eight (728) feet of road in Westfield, leading to the Barnes Airport, and being known as the Barnes Road; the work to begin at station 0+10 and extend in a southeasterly direction to station 7+38.5; said work shall be done as directed by the Engineer and in accordance with agreement between the Department of Public Works and City of Westfield, on file with this case.

The aforesaid work shall be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed ONE THOUSAND ONE HUNDRED DOLLARS (\$1,100.00) towards the construction of this road.

All grade, drainage and other legal damages shall be paid by the City of Westfield.

Thos. J. Costello	} County Commissioners of the County of Hampden Acting Commissioner
Charles W. Bray	
John G. Maxfield	

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 20, 1943

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun Clerk.

COMMONWEALTH OF MASSACHUSETTS
BOARD OF COUNTY COMMISSIONERS OF THE
COUNTY OF HAMPDEN

WESTERN MASSACHUSETTS ELECTRIC COMPANY,
(Formerly United Electric Light Company)
Appellant

WESTERN MASSACHUSETTS
ELECTRIC COMPANY
(Formerly United
Electric Light Com-
pany), Petrs. for
abatement of taxes
on real estate and
personal property
in the Town of West
Springfield.

v.

BOARD OF ASSESSORS OF THE TOWN OF
WEST SPRINGFIELD,

Appellee

APPEAL FROM REFUSAL TO ABATE TAX

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1. This is an appeal from the refusal of the Appellee to abate a tax for the year 1942, assessed on real estate and personal property owned by the Appellant in the Town of West Springfield.

2. On January 1, 1942, the Appellant was the owner of certain real estate and personal property situated in the Town of West Springfield, and including real estate, motor vehicles, trailers, machinery, poles, underground conduits, wires, and pipes. The Appellant has duly brought in to the Appellee a true list of its personal estate as required by General Laws (Ter. Ed.) Chapter 59, Section 61.

3. The Appellee valued the above described property at \$1,107, 610. and assessed to the Appellant a tax thereon, with the exception of motor vehicles valued at \$710. at the rate of \$32 per \$1,000, in the amount of \$35,420.80. The tax was paid on October 30, 1942.

4. The tax assessed to the Appellant with respect to the said motor vehicles was \$36.83, and this tax was paid.

5. On or about October 7, 1942, the Appellant received from the Commissioner of Corporations and Taxation (hereinafter called the "Commissioner") a notification dated October 6, 1942, a copy of which marked "A" is attached hereto and made a part hereof. Said notification was given pursuant to the provisions of Section 68A of Chapter 63 of the General Laws (Ter. Ed.). The Appellant was subsequently advised by the Commissioner that in determining the amount of the Appellant's corporate franchise tax for the year 1942 the Commissioner had found the value of the aforesaid property of the Appellant to be \$40,000 less than the amount at which said property was assessed and taxed by the Appellee, and had deducted only said smaller value so determined by him from the true value of the Appellant's corporate franchise as found by him.

6. Pursuant to the provisions of the aforesaid Section 68A, the Appellant thereupon on October 29, 1942, made application in writing to the Appellee, on a form approved by the Commissioner, for an abatement of the aforesaid tax assessed by the Appellee, but the Appellee has taken no action on said application although more than four (4) months have elapsed since the making thereof. Also pursuant

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to the provisions of the aforesaid Section 68A the Appellant now makes this appeal to this Board and concurrently with the filing hereof has mailed to the Commissioner a notice of such filing and a copy hereof.

7. The Appellant is aggrieved by the failure of the Appellee to abate the aforesaid tax and objects thereto on the ground that without such abatement the Appellant will be illegally and improperly subjected to double taxation on its aforesaid real and personal property to the extent of that portion of the value thereof as determined by the Appellee (namely, \$40,000) which is not deducted by the Commissioner from the value of the Appellant's corporate franchise in determining the Appellant's corporate franchise tax.

8. The Appellant prays that a hearing may be had upon this petition and that such portion of the tax as may be determined to be excessive be abated, and for such further relief as may be proper.

9. Service of papers in connection with this appeal may be made on David R. Pokross, addressed to 201 Devonshire Street, Boston, Massachusetts, (Telephone Hubbard 5563).

WESTERN MASSACHUSETTS ELECTRIC COMPANY
(Formerly United Electric Light Company)

By Fred C. Abercrombie, President
Fred C. Abercrombie, President

A

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF CORPORATIONS & TAXATION
State House, Boston

October 6, 1942

United Electric Light Company
73 State Street,
Springfield, Massachusetts

Dear Sirs:

Under the requirements of Section 68A of Chapter 63 of the General Laws you are hereby notified that as Commissioner of Corporations and Taxation I have determined that the value of the works, structures, real estate, motor vehicles, trailers, machinery, poles, underground conduits, wires and pipes owned by the above named corporations and subject to local taxation as of January 1, 1942 is less than the value thereof as determined by the assessors where it is situated. The value as determined by me is \$12,362,090.

Very truly yours,

S/ Henry F. Long

HFL:AC

Commissioner of Corporations and Taxation

NOTICE OF ELECTION NOT TO BE HEARD BY THE APPELLATE
TAX BOARD

TOWN OF WEST SPRINGFIELD, MASSACHUSETTS

April 23, 1943

COMMISSIONERS OF HAMPDEN COUNTY

In accordance with Section 64 of Chapter 59 of the General Laws, we hereby notify you that we do not elect to have the application of the Western Massachusetts Electric Company (formerly United Electric Light Company) for abatement of the 1942 tax assessed on real and personal property in West Springfield heard by the Appellate Tax Board.

Yours very truly,

Frederick C. Steele

Ralph E. Fullam

Raymond A. Sibley
Board of Assessors

The foregoing petition was entered on the sixteenth day of April, 1943, and due proceedings having been had thereon, on the sixth day of October, 1943, said Commissioners file the following Finding and Order, to wit:

COMMONWEALTH OF MASSACHUSETTS
BOARD OF COUNTY COMMISSIONERS OF THE
COUNTY OF HAMPDEN

WESTERN MASSACHUSETTS ELECTRIC COMPANY
(Formerly United Electric Light Company)
Appellant

v.

BOARD OF ASSESSORS OF THE TOWN OF WEST
SPRINGFIELD Appellee

FINDING AND ORDER

This is a complaint, pursuant to the provisions of Section 68A of Chapter 63 of the General Laws (Ter. Ed.), from the refusal of the Appellee to abate taxes for the year 1942 assessed on real estate and personal property owned by the Appellant and situated in the Town of West Springfield.

At a hearing held in the Hampden County Commissioners' office on September 8, 1943, there was evidence presented tending to show the following:

That on or about October 7, 1942 the Appellant received from the Commissioner of Corporations and Taxation a notification dated October 6, 1942 (Petitioners Exhibit 1) in

October Meeting 1943

which it was informed that he as Commissioner of Corporations and Taxation, had determined that the value of the works, structures, real estate, motor vehicles, trailers, machinery, poles, underground conduits, wires and pipes, owned by the Appellant and subject to local taxation in the Town of West Springfield and elsewhere as of January 1, 1942, was less than the value thereof as determined by the local Assessors and that the value as determined by him was \$12,362,.90. Subsequent to the receipt of this letter, at the request of counsel for the Appellant, the Commissioner of Corporations and Taxation informed the Appellant that he had determined the value of the works, structures, real estate, motor vehicles, trailers, machinery, poles, underground conduits, wires and pipes of the Appellant located in the Town of West Springfield as of January 1, 1942, to be the sum of \$1,067.610;

That on October 29, 1942 the Appellant filed an application for abatement in the amount of \$40,000 with the Board of Assessors of the Town of West Springfield on a form approved for this purpose by the Commissioner of Corporations and Taxation. A period of four months elapsed without any action being taken on this application by the Appellee. On April 16, 1943 the Appellant filed with the Clerk of the County Commissioners of Hampden County the appeal for abatement of taxes. On the same date, the Appellant notified the Commissioner of Corporations and Taxation of the filing of this appeal;

That the Appellee has valued the works, structures, real estate, motor vehicles, trailers, machinery, poles, underground conduits, wires and pipes owned by the Appellant and subject to local taxation by the Town of West Springfield, as of January 1, 1942 in the sum of \$1,107,610, and the Appellant has paid the Appellee the taxes assessed thereon.

The Commissioners, after hearing the parties and considering the evidence presented, find that the valuation of the aforesaid property in the sum of \$1,107,610 by the Appellee is not over-rated but is correct and that this sum of \$1,107,610 is the fair cash value of this property as of January 1, 1942;

And it is therefore ORDERED that the complaint of the Appellant be and the same is hereby dismissed, with costs awarded to neither party.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

COUNTY COMMISSIONERS OF THE COUNTY OF
HAMPDEN

October Meeting 1943

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

Respectfully represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the following highways be specifically repaired as may be necessary:

- Chester Hill Road, leading from Huntington to Middlefield, the work to begin at station 0+0 and extend to station 20+0, in a northerly direction, a distance of 2000 feet more or less; beginning at station 260+0 and extending to station 301+00, in a northerly direction, a distance of 4100 feet more or less.
- Middlefield Road, leading from Chester to Middlefield, the work to begin at station 15+0 and extend to station 65+0, in a northerly direction, a distance of 5,000 feet more or less.
- East River Road, leading from Huntington to Worthington, the work to begin at station 10+0 and extend to station 81+0, in a northerly direction, a distance of 7100 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 19th day of July 1943.

Arthur O. Wilander

Leon J. Kelso

Selectmen of the Town of Chester

The foregoing petition was entered on the twenty-second day of July, 1943, and due proceedings having been had thereon, on the thirteenth day of October, 1943, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 13, 1943

On the petition of the Selectmen of the Town of Chester for specific repairs on Chester Hill Road, Middlefield Road and East River Road and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of October, A. D. 1943, hear all parties interested at the Town Hall in Chester and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways beginning at station

CHESTER, Selectmen of the Town of, Petrs. for specific repairs on Chester Hill Road, Middlefield Road and East River Road and for aid.

0+0 on Chester Hill Road and extending in a northerly direction to station 20+0, a distance of 2,000 feet;

beginning again at station 260+0 on Chester Hill Road and extending in a northerly direction to station 301+0, a distance of 4,100 feet;

beginning at station 15+0 on Middlefield Road and extending in a northerly direction to station 65+0, a distance of 5,000 feet;

beginning at station 10+0 on East River Road and extending in a northerly direction to station 81+0, a distance of 7,000 feet;

these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Chester.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

GRANVILLE, Selectmen of the Town of, Petrs. for specific repairs on Main Road in three sections, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Granville, in said County, that common convenience and necessity require that the highway leading from Southwick to Tolland and known as the Main Road, be specifically repaired as may be necessary, the work to begin at station 0+0 and extend to station 55+0, in a westerly direction, a distance of 5500 feet more or less; beginning again at station 120+0 to station 175+0, in a westerly direction, a distance of 5500 feet more or less; and beginning again at station 124+85 to station 41+0, in an easterly direction, a distance of 8385 feet more or less.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 19th day of July, 1943.

<u>Nels H. Olsen</u>
<u>Buell S. Dickinson</u>
<u>Walter A. Phelon</u>
Selectmen of the Town of Granville

The foregoing petition was entered on the twenty-second day of July, 1943, and due proceedings having been had thereon, on the thirteenth day of October, 1943, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 13, 1943

On the petition of the Selectmen of the Town of Granville for specific repairs on Main Road in three sections and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of October, A. D. 1943, hear all parties interested at the Town Hall in Granville and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on the Main Road as follows:

beginning at station 0+0 and extending in a westerly direction to station 55+0; a distance of 5,500 feet;

beginning again at station 120+0 and extending in a westerly direction to station 175+0, a distance of 5,500 feet; and

beginning again at station 124+85 and extending in an easterly direction, to station 41+0, a distance of 8,385 feet;

these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Granville.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:
RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Montgomery, in said County, that common convenience and necessity require that the highway leading from Huntington to Westfield and known as the Main Road, be specifically repaired as may be necessary in the following sections:

From station 0+0 to station 40+0, in a northwesterly direction, a distance of 4000 feet more or less;

From station 95+0 to station 115+0, in a northwesterly direction, a distance of 2000 feet more or less;

From station 150+0 to station 160+50, in a northwesterly direction, a distance of 1050 feet more or less;

From station 187+0 to station 203+50, in a northwesterly direction, a distance of 165. feet more or less;

MONTGOMERY, Selectmen of the Town of, Petrs. for specific repairs on Main Road in four sections, and for aid

Selectmen of the Town of, Petrs. for specific repairs on Main Road in four sections, and for aid

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 19th day of July 1943.

Walter D. Allyn

Myron E. Kelso

Andrew J. Hall

Selectmen of the Town of Montgomery

The foregoing petition was entered on the twenty-second day of July, 1943, and due proceedings having been had thereon, on the thirteenth day of October, 1943, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 13, 1943

On the petition of the Selectmen of the Town of Montgomery for specific repairs on Main Road in four sections, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of October, A. D. 1943, hear all parties interested at the Town Hall in Montgomery and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway in four sections as follows:

beginning at station 0+0 and extending in a northwesterly direction to station 40+0, a distance of 4,000 feet,

beginning at station 95+0 and extending in a northwesterly direction to station 115+0, a distance of 2,000 feet,

beginning at station 150+0 and extending in a northwesterly direction to station 160+50, a distance of 1,050 feet,

beginning at station 187+0 and extending in a northwesterly direction to station 203+50, a distance of 1,650 feet,

these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Montgomery.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the highway leading from Agawam to Southwick and known as Feeding Hills Road be specifically repaired as may be necessary, the work to begin at station 194+88 and extend in a westerly direction to station 125+88, a distance of 6900 feet more or less; also highway leading from Southwick to Granville and known as Granville Road be specifically repaired as may be necessary, the work to begin at station 47+00 and extend in a westerly direction to station 100+0, a distance of 5300 feet more or less.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this twentieth day of July 1943.

Henry D. Altobello

James W. Phelps

Selectmen of the Town of Southwick

The foregoing petition was entered on the twenty-fourth day of July, 1943, and due proceedings having been had thereon, on the thirteenth day of October, 1943, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting October 13, 1943

On the petition of the Selectmen of the Town of Southwick for specific repairs on Feeding Hills Road and Granville Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of October, A. D. 1943, hear all parties interested at the Town Hall in Southwick and did

SOUTHWICK, Selectmen of the Town of, Petrs. for specific repairs on Feeding Hills Rd. and Granville Road, and for aid.

adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways beginning at station 194+88 on Feeding Hills Road and extending in a westerly direction to station 125+88, a distance of 6900 feet; beginning at station 47+0 on Granville Road and extending in a westerly direction to station 100+0, a distance of 5300 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Southwick.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

TOLLAND, Selectmen of the Town of, Petrs. for specific repairs on New Boston Road and Colebrook River Road, and for aid.

25

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Tolland, in said County, that common convenience and necessity require that the highway leading from Tolland to Sandisfield and known as NEW BOSTON ROAD be specifically repaired as may be necessary, the work to begin at station 158+0 and extend in a westerly direction to station 196+0, a distance of 3800 feet more or less; beginning again at station 256+0 and extend in a westerly direction to station 282+0, a distance of 2600 feet more or less; also highway leading from Tolland Village to Connecticut and known as COLEBROOK RIVER ROAD be specifically repaired as may be necessary, for a distance of 1500 feet more or less.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 19th day of July 1943.

Rupert E. Clark

Joseph J. Clark

Selectmen of the Town of Tolland

The foregoing petition was entered on the twenty-ninth day of July, 1943, and due proceedings having been had thereon, on the thirteenth day of October, 1943, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting October 13, 1943

On the petition of the Selectmen of the Town of Tolland for specific repairs on New Boston Road and Colebrook River Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of October, A. D. 1943, hear all parties interested at the Town Hall in Tolland and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways beginning at station 158+0 on New Boston Road and extending in a westerly direction to station 196+0, a distance of 3800 feet, - beginning again at station 256+0 and extending in a westerly direction to station 282+0, a distance of 2600 feet; and on Colebrook River Road 1500 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed FOUR HUNDRED DOLLARS (\$400.00) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Tolland.

Thos. J. CostelloCharles W. BrayEdward J. Stapleton

} County Commissioners
of the County of
Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

WEST SPRINGFIELD, for RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of West Springfield in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary:

North Boulevard leading from Westfield Street to Kings' Highway the work to begin at Westfield Street and extend in a northerly direction for a distance of 2,188 feet more or less.

WEST SPRINGFIELD
Selectmen of the
Town of, Petrs.
for specific
repairs on North
Boulevard, Piper
Road, Union Street
Memorial Avenue,
and Westfield, St.,
and for aid.

Piper Road leading from Kings' Highway to Morgan Road the work to begin at Kings' Highway and extend in a northerly direction for a distance of 7,615 feet more or less.

Morgan Road leading from Riverdale Street to Cayenne Street the work to begin at Riverdale Street and extend in a westerly direction for a distance of 3,184 feet more or less.

Union Street leading from Park Avenue to School Street the work to begin at Park Avenue and extend in a southerly direction for a distance of 4,400 feet more or less.

Memorial Avenue leading from Memorial Bridge to Agawam Bridge the work to begin at Memorial Bridge and extend in a westerly direction for a distance of 6,675 feet more or less.

Westfield Street leading from Silver Street to Kings' Highway the work to begin at Silver Street and extend in a westerly direction for a distance of 3,523 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Twenty-second day of July, 1943.

Howard M. Teese

Henry S. Johnston

Reed C. Aseltine

Selectmen of the Town of WEST SPRINGFIELD

The foregoing petition was entered on the thirtieth day of July, 1943, and due proceedings having been had thereon, on the thirteenth day of October, 1943, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 13, 1943

On the petition of the Selectmen of the Town of West Springfield for specific repairs on North Boulevard, Piper Road, Morgan Road, Union Street, Memorial Avenue and Westfield Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of October, A. D. 1943, hear all parties interested at the Town Hall in West Springfield and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways beginning at station 61+50 on North Boulevard and extending in a northerly direction to station 83+38, a distance of 2,188 feet, beginning at station 180+35 on Piper Road and extending in a northerly direction to station 256+50, a distance of 7,615 feet, beginning at station 0+21 on Morgan Road and extending in a westerly direction to station 32+05, a distance of 3,184 feet.

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beginning at station 0+0 on Union Street and extending in a south-easterly direction to station 44+0, a distance of 4,400 feet.

beginning at station 0+50 on Memorial Avenue and extending in a north-easterly direction to station 56+25, a distance of 5,575 feet, beginning again at station 6+40 on Memorial Avenue and extending in a westerly direction to station 17+40, a distance of 1,100 feet,

beginning at station 140+82 on Westfield Street and extending in an easterly direction to station 176+04, a distance of 3,522 feet,

these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of West Springfield.

<u>Thos. J. Costello</u>	}	County Commissioners of the County of Hampden
<u>Charles W. Bray</u>		
<u>Edward J. Stapleton</u>		

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Agawam, in said County, that common convenience and necessity require that the highway leading from Westfield to Suffield, Connecticut and known as North & South Westfield Street be specifically repaired as may be necessary, the work to begin at station 0+0 and extend in a southerly direction to station 280+06, a distance of 28006 feet; also that the highway leading from Main Street to River Road and known as Meadow Street be specifically repaired as may be necessary, the work to begin at station 0+90 and extend in an easterly direction to station 80+60, a distance of 7970 feet.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 30th day of July, 1943.

Giles W. Halladay
Herman A. Cordes
Joseph J. Borgatti
 SELECTMEN OF THE TOWN OF AGAWAM

AGAWAM, Selectmen
of the Town of,
Peters., for
specific repairs
on North & South
Westfield Street
and Meadow Street
and for aid.

The foregoing petition was entered on the third day of August, 1943, and due proceedings having been had thereon, on the thirteenth day of October, 1943, said Commissioners file the following, final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 13, 1943

On the petition of the Selectmen of the Town of Agawam for specific repairs on North & South Westfield Street and Meadow Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of October, A. D. 1943, hear all parties interested at the junction of Main and Meadow Streets in Agawam and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways beginning at station 0+0 on North & South Westfield Street and extending in a southerly direction to station 280+06, a distance of 28,006 feet; and beginning at station 0+90 on Meadow Street and extending in an easterly direction to station 80+60, a distance of 7,970 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed ONE THOUSAND SEVEN HUNDRED DOLLARS (\$1,700.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Agawam.

<u>Thos. J. Costello</u>	}	County Commissioners of the County of Hampden
<u>Charles W. Bray</u>		
<u>Edward J. Stapleton</u>		

RUSSELL, Selectmen
of the Town of,
Petrs. for specific
repairs on General
Knox Road and for
aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Russell, in said County, that common convenience and necessity require that the highway leading from Route #23 to Westfield and known as General Knox Road be specifically repaired as may be necessary, the work to begin at station 0+0 and extend in a southerly direction to station 52+0, a distance of 5200 feet more or less.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 9th day of August, 1943.

A. H. Moltenbrey

S. J. Bates

Henry C. Johnson
SELECTMEN OF THE TOWN OF RUSSELL

[17 October Meeting 1943]

The foregoing petition was entered on the 11th day of August, 1943, and due proceedings having been had thereon, on the thirteenth day of October, 1943, said Commissioners file the following final decree, to wit:-

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 13, 1943

On the petition of the Selectmen of the Town of Russell for specific repairs on General Knox Road and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of October, A. D. 1943, hear all parties interested at the Town Hall in Russell and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highway beginning at station 0+0 and extending in a southerly direction to station 52+0, a distance of 5200 feet; these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed THREE HUNDRED DOLLARS (\$300.00) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Russell.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Blandford, in said County, that common convenience and necessity require that the following highways be specifically repaired as may be necessary:

Otis-Stage Road, leading from Otis to Blandford, the work to begin at station 99 and extend in an easterly direction to station 124, a distance of 2500 feet; beginning again at station 0 and extend in an easterly direction to station 58, a distance of 5800 feet.

Russell Stage Road, leading from Blandford to Russell, the work to begin at station 0 and extend in an easterly direction to station 27, a distance of 2700 feet; beginning again at station 69 and extend in an easterly direction to station 91, a distance of 2200 feet; beginning again at station 117 and extend in an easterly direction to station 129, a distance of 1200 feet.

BLANDFORD, Selectmen of the Town of, Petrs for specific repairs on Otis-State Road and Russell State Road, and for aid.

October Meeting 1943

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 13th day of August 1943.

W. V. Bodurtha

L. N. Mason

S. A. Anderson, Jr.

Selectmen of the Town of Blandford.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 13, 1943

On the petition of the Selectmen of the Town of Blandford for specific repairs on Otis-State Road and Russell State Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of October, A. D. 1943, hear all parties interested at Ripley's Store, junction of Main Road and Blandford-Russell Road in Blandford and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order specific repairs made on said highways beginning at station 99 on the Otis Stage Road and extending in an easterly direction to station 124, a distance of 2,500 feet;

beginning again at station 0 on the Otis Stage Road and extending in an easterly direction to station 58, a distance of 5,800 feet;

beginning at station 0 on the Russell State Road and extending in an easterly direction to station 27, a distance of 2,700 feet;

beginning again at station 69 on Russell Stage Road and extending in an easterly direction to station 91, a distance of 2,200 feet;

beginning again at station 117 on Russell Stage Road and extending in an easterly direction to station 129, a distance of 1,200 feet;

these repairs to be made according to specifications set forth in District Highway Engineer's Report of maintenance work and in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed EIGHT HUNDRED DOLLARS (\$800.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Blandford.

Thos J. Costello	} County Commissioners of the County of Hampden
Charles W. Bray	
Edward J. Stapleton	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

Respectfully represent the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity require that the highway known as South Lane #1 be specifically repaired by excavating, widening, grading and blasting if necessary to be ready for gravel, work to begin at the intersection of the East Hartland Road and extend in a northerly direction six tenths of a mile more or less.

Granville, Selectmen of the Town of, Petrs for specific repairs on South Lane #1 beginning at intersection of East Hartland Road, extending northerly six tenths of a mile more or less and for aid.

32

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocations and alterations and such repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated: August 24, 1943.

Nels H. Olsen

Walter A. Phelon

Board of Selectmen

The foregoing petition was entered on the third day of September 1943, and due proceedings having been had thereon, on the tenth day of November, 1943, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1943

On the petition of the Selectmen of the Town of Granville for specific repairs on South Lane #1 beginning at intersection of East Hartland Road, extending northerly six tenths of a mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of October, A. D. 1943, hear all parties interested at the Town Hall in Granville and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on South Lane #1 Road; General repair work to commence at the corner of the McCarthy Road in a southerly direction to the intersection of the East Hartland Road, work to consist of widening, drilling ledge, and patching with gravel for approximately six tenths of a mile.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00)

towards the repairing of this road.

All damages sustained by any person or corporation by reason of said repairs on this road, shall be paid by the Town of Granville.

Thos. J. Costello)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden

GRANVILLE, Selectmen of the Town of, Petrs. for specific repairs on Blandford Road beginning 1500' north of the Main Road and extending northerly 1000' more or less, and for aid.

33

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity require that the highway leading from Granville Center to Blandford and known as the Blandford Road be specifically repaired by excavating, grading and gravelling to be ready for tar covering; the work to begin 1500' north of the Main Road and extend in a northerly direction 1000' more or less.

Wherefor your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and specify such repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated: August 24, 1943

Nels H. Olsen
Walter A. Phelon
Board of Selectmen

The foregoing petition was entered on the third day of September, 1943, and due proceedings having been had thereon, on the tenth day of November, 1943, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 1., 1943

On the petition of the Selectmen of the Town of Granville for specific repairs on Blandford Road beginning 1500' north of the Main Road and extending northerly 1000' more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of October, A. D. 1943, hear all parties interested at the Town Hall in Granville and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Blandford Road:

October Meeting 1943

beginning on the road leading from Granville Center to Blandford and known as the Blandford Road and extending in a northerly direction a distance of 1200' the road to be graded to a width of 18' and the entire surface covered with new gravel to a depth of from 1' to 3' the new gravel surface to be treated with a bituminous binder of specification approved by the Mass. Dept. of Public Works next year or when material is available.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this road.

All damages sustained by any person or corporation by reason of said repairs on this road, shall be paid by the Town of Granville.

<u>Thos. J. Costello</u>	} County Commissioners of the County
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to Monson and known as South Monson Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at end of tar surface and extend for a distance of 1000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this Sixteenth Day of October 1943.

<u>Neil S. Kibbe</u>	} Selectmen of Hampden
<u>William Burns</u>	
<u>John J. Flynn</u>	

The foregoing petition was entered on the twenty-first day of October, 1943, and due proceedings having been had thereon, on the tenth day of November, 1943, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1943

On the petition of the Selectmen of the Town of Hampden for specific repairs on South Monson Road, and for aid.

It appearing that all persons and corporations interested

HAMPDEN, Selectmen of the Town of, Petrs. for specific repairs on South Monson Road and for aid

therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of November, A. D. 1943, hear all parties interested at the County Commissioners' office in the Court House, Springfield, and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on South Monson Road: beginning at the end of tar on the road leading from Hampden to Monson and known as the South Monson Road and extending in an easterly direction for a distance of 1,000 feet, the road to be graded to a width of 20 feet and the entire surface width covered with gravel and tar to a depth of from two inches to three inches. The light tar (T4) surface will be ready for a heavy tar (T6) binder of specification approved by the Mass. Department of Public Works when material is available. Following the application of this material the surface to be sanded and rolled.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Hampden a sum not to exceed TWO HUNDRED FIFTY DOLLARS (\$250.00) towards the repairing of this road.

All damages sustained by any person or corporation by reason of said repairs on this road, shall be paid by the Town of Hampden.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden.
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

ORDERED

October 5, 1943

ORDERED, County Treasurer authorized and directed to pay the sum of \$378.25 to Berke Moore Company, Inc., on acct. of work done under contract No. 8596 - South End Bridge over the Connecticut River between the City of Springfield and the Town of Agawam. (Ninth Payment)

Released on parole

October 6, 1943

Harold Burgess - released from Hampden County Training School on parole on October 7, 1943.

ORDERED

October 13, 1943

ORDERED that the amount charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at Rutland, under contract, be charged to the Cities and Towns in Hospital District in the total amount of \$822.00 to be paid to County Treasurer, also ORDERED THAT County Treasurer pay to Commonwealth of Massachusetts \$822.00 plus \$548.00, a total of \$1,370.00

ORDERED that the amount charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at Westfield, under contract, be charged to the Cities and Towns in Hospital District in the total amount of \$10,665.00, to be paid to County Treasurer on or before November 1, 1943; also ORDERED that County Treasurer pay to Commonwealth of Massachusetts \$10,665.00 plus \$7,060.00, a total of \$17,725.00.

Order to arrest

October 15, 1943

ORDER to arrest holder of parole, Tony Stefanowich. (Training School)

October Meeting 1943

COMMONWEALTH OF MASSACHUSETTS

October 6, 1943 Hampden ss: County Commissioners' Meeting

State
Account

ORDERED: That the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract according to the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by a contract dated October 1, 1940 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as Trustees for the Hampden County Tuberculosis Hospital District, be charged to the following Cities and Towns:

Chicopee	\$138.00
Holyoke	313.50
Ludlow	204.00
Palmer	166.50
	<u>\$822.00</u>

Said amount to be paid to the County Treasurer of the County of Hampden. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Eight Hundred and Twenty-two Dollars (\$822.00) plus the sum of Five Hundred and Forty-eight Dollars (\$548.00), a total of One Thousand Three Hundred Seventy Dollars (\$1,370.00).

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

State
Account

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 13, 1943

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts under contract according to the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Agawam	\$366.00
Blandford	30.00
Chicopee	4,188.00
Holyoke	3,796.50
Ludlow	366.00
Monson	387.00
Palmer	555.00
Westfield	465.00
West Springfield	328.50
Wilbraham	183.00
	<u>\$10,665.00</u>

Said amounts to be paid to the County Treasurer of the County of Hampden on or before November 1, 1943. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Ten Thousand Six Hundred and Sixty-five Dollars (\$10,665.00)

October Meeting 1943

Said amounts to be paid to the County Treasurer of the County of Hampden on or before November 1, 1943. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Ten Thousand Six Hundred and Sixty-five Dollars (\$10,665.00) plus the sum of Seven Thousand and Sixty Dollars (\$7,060.00), a total of Seventeen Thousand Seven Hundred and Twenty-five Dollars (\$17,725.00).

<u>Thos. J. Costello</u>	}	County Commissioners of the County of Hampden.
<u>Charles W. Bray</u>		
<u>Edward J. Stapleton</u>		



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts
COUNTY OF HAMPDEN
REGISTER OF DEEDS
DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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October Meeting 1943

October 20, 1943

ORDERED, County Treasurer authorized and directed to pay the sum of \$3,181.56 to Berke Moore Company, Inc., on account of work done under contract No. 8596 - South End Bridge over the Connecticut River between the City of Springfield and the Town of Agawam. (tenth payment)

ORDERED

November 3, 1943

ORDERED, County Treasurer authorized and directed to pay the sum of \$9,387.39 to Berke Moore Co., Inc., on acct. of work done under contract No. 8596 - South End Bridge over the Connecticut River between the City of Springfield and Town of Agawam, etc. (Eleventh Payment)

ORDERED that the sum of \$1,031.80 be paid from County Treasury to City of Westfield for work done on highway leading from Apremont Highway to the Administration Building of Barnes Airport in Westfield. Case No. 15-1943

November 10, 1943

ORDER TO arrest Frank Norris of Holyoke, holder of a release on parole.

ORDERED that the sum of \$914.10 be paid from County Treasury to Town of East Longmeadow for work done on Somers Road, Porter Road and Chestnut Street.

ORDERED that the sum of \$400.00 be paid from County Treasury to Town of Hampden for work done on East Longmeadow Road and Main Street.

ORDERED, County Treasurer authorized and directed to pay \$577.63 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield, Mashapaug, East Brimfield, Pond Bridge, Stafford, Sturbridge Roads.

ORDERED that the sum of \$296.09 be paid from County Treasury to Town of Longmeadow for work done on Longmeadow Street.

ORDERED, County Treasurer authorized and directed to pay \$420.39 to Town of Monson on acct. of County's proportion of cost of work done on Wales Rd., Main St., State Ave., and Wilbraham Rd.

ORDERED that the sum of \$999.89 be paid from County Treasury to the Town of Palmer for work done on Park St., Bridge St., North Main St., Belchertown Rd., Ludlow Rd., East Main St., Thordike St., Bondsville Rd., Forest Lake Rd., and Whipple Bridge.

ORDERED that the sum of \$500.00 be paid from County Treasury to the Town of Southwick for work done on Feeding Hills Road and Granville Road.

ORDERED, County Treasurer authorized and directed to pay \$180.56 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

November 24, 1943

ORDERED, County Treasurer authorized and directed to pay \$6,060.50 to Berke Moore Company, Inc., on acct of work done under contract No. 8596 - South End Bridge over the Connecticut River between the City of Springfield and the Town of Agawam, etc. (Twelfth Payment.).

ORDERED that the sum of \$800.00 be paid from County Treasury to Town of Blandford for work done on Otis-Stage Road and Russell Stage Road. Case No. 31 - 1943

ORDERED that the sum of \$999.24 be paid from County Treasury to Town of West Springfield for work done on Piper Road, Morgan Road, Union Street, Memorial Avenue and Westfield Street. Case No. 27 - 1943.

arrest

December 1, 1943

ORDER to arrest George Frederick Pery (George Frederick Perry) of Springfield, holder of a release on parole.

OCTOBER Meeting 1943

ORDERED

December 1, 1943

ORDERED that the sum of \$1,564.05 be paid from County Treasury to Town of Agawam for work done on North & South Westfield Street and Meadow Street. Case No. 29 - 1943.

Released on parole

Sidney Suse - released from Hampden County Training School on parole on December 23, 1943.

Richard Vear - released from Hampden County Training School on parole on December 23, 1943.

Charles Taylor - released from Hampden County Training School on parole on December 24, 1943.

ORDERED

December 7, 1943

ORDERED, County Treasurer authorized and directed to pay \$450.00 received as rental from the New England Telephone and Telegraph Company under contract with County of Hampden with reference to use of Hampden County Memorial Bridge, by said Company, to certain cities, towns and county.

ORDERED, County Treasurer authorized and directed to pay \$2,967.35 to Berke-Moore Co., Inc., on acct of work done under contract No. 8596 - South End Bridge over the Connecticut River between the City of Springfield and the Town of Agawam, etc., (Thirteenth Payment)

ORDERED that the sum of \$999.33 be paid from County Treasury to Town of Granville for work done on Main Road. Case No. 20 - 1943

ORDERED that the sum of \$1,500.00 be paid from County Treasury to Town of Ludlow for work done on West Street, Holyoke Street, and Belchertown Road. Case No. 9 and No. 10 - 1943

ORDERED that the sum of \$79.61 which is balance of County's proportion of cost of work done on Wales Road, Main St., State Ave., and Wilbraham Road be paid from County Treasury to Town of Monson. Case No. 26 - 1943

ORDERED that the sum of \$500.00 be paid from County Treasury to City of Springfield for work done (painting) the Springfield portion of the Putts Bridge over the Chicopee River. Case No. 46 - 1942

ORDERED

December 15, 1943

ORDERED, County Treasurer authorized and directed to pay \$1,344.70 to Berke-Moore Co., Inc., on acct of work done under contract No. 8596 - South End Bridge over the Connecticut River between the City of Springfield and the Town of Agawam, etc. (Fourteenth Payment)

ORDERED that the sum of \$1,000.00 be paid from County Treasury to Town of Chester for work done on Chester Hill Road, Middlefield Road and East River Road. Case No. 19 - 1943

ORDERED that the sum of \$500.00 be paid from County Treasury to Town of Montgomery for work done on Main Road, in four sections. Case No. 21 - 1943.

ORDERED, that the sum of \$400.00 be paid from County Treasury to the Town of Tolland for work done on New Boston Road and Colebrook River Road. Case No. 25 - 1943.

Renumbering of ATWATER ROAD (Formerly Rimmon Avenue) by City of Springfield.

Renumbering of RIMMON AVENUE (Springfield St., to Chicopee Line) by City of Springfield.

Renumbering of Atwater Road

Renumbering of Rimmon Avenue (Springfield St. to Chicopee

Resignation of LEO P. SENEAL

Resignation of LEO P. SENEAL, County Treasurer for the County of Hampden, for the purpose of entering the Military Service of the United States, said resignation to take effect December 23, 1943.

December 22, 1943

PHILIP V. ERARD, of Springfield, appointed Acting County Treasurer for the County of Hampden under the provisions of statutes of 1943 Chapter 548, etc.

PHILIP V. ERARD - qualified as Acting County Treasurer for the County of Hampden.

Bond approved and filed in County Treasurer's Office.

ORDERED, County Treasurer authorized and directed to pay the sum of \$710.01 to Town of Brimfield on acct of County's proportion of cost of work done on Holland, Warren and Brookfield Roads. Case No. 19 - 1943.

ORDERED that the sum of \$500.00 be paid from County Treasury to Town of Granville for work done on Blandford Road. Case No. 33 - 1943.

ORDERED that the sum of \$500.00 be paid from COUNTY TREASURY TO Town of Granville for work done on South Lane #1 Road. Case No. 32 - 1943

ORDERED that the sum of \$119.44 which is balance of the County's proportion of cost of work done on Monson Road be paid from County Treasury to Town of Wales. Case No. 24 - 1943.

ORDER to arrest Robert Kennedy of Holyoke, holder of a release on parole.

GERALD LANGONE - released from Hampden County Training School on parole, effective December 23, 1943.

Salary increase granted to Anna E. Dunn and Myrta F. Moody, Clerks in the Registry of Deeds, in accordance with vote of County Personnel Board.

Damage Done by Dogs

Land Damages

Sundry accounts being presented, are allowed, and the same amounting to the sum of

December 22, 1943

Hampden, ss:

Judgement is entered up according to reports, etc., and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Charles M. Calhoun Clerk.

Dec Meeting 1943

MACALLISTER AND DUPREY,
Petr. for approval of
plan and specifications
for reconstruction and
repairs of their dam
on the outlet of Little
Alum Pond so-called in
Brimfield.

1

Plan
HIGHWAY
Book # 5
Page # 29

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY
OF HAMPDEN:

The undersigned herewith submits plan and specifications for
the reconstruction and repairs of their dam located on the outlet
of Little Alum Pond, so-called, in Brimfield, Mass., and prays your
Honorable Board to approve the same.

Geo. S. Macallister

William Duprey

The foregoing petition was entered on the sixth day of November, 1926

SPECIFICATIONS

for the
RECONSTRUCTION, REPAIRS AND IMPROVEMENT
of DAM
at LITTLE ALUM POND,
BRIMFIELD, MASS.

J. A. Christenson, Engr.

Approved, with change set forth in Engineer Tigh's report.
November 10, 1926.

<u>George S. Cook.</u>	} County Commissioners of the County of Hampden.
<u>John Hall</u>	
<u>Chas. W. Bray</u>	

PROPOSAL SHEET

1926

Messrs. Dupre and Macallister
Brimfield, Mass.

Sirs:

The undersigned submits the following proposal for the Re-
construction and Repairs on dam at Little Alum Pond, located in

Brimfield, Mass., viz:-

For the work complete in all particulars in accordance with drawing and specifications submitted the sum of _____

Excavation (to include the cost of sheeting, bracing and pumping

_____ per cu. yd.

Concrete (including necessary forms

_____ " " "

Filling (including necessary grading

_____ per cu. yd.

Permanent Sheet Piling in place

_____ per M bd. ft.

CONTRACTOR.

GOVERNING CONDITIONS

OWNERS. Whenever the word OWNERS is mentioned in these Specifications it is intended to apply to _____

CONTRACTOR. In a similar sense the word CONTRACTOR shall be understood to refer to _____

also to such persons as _____ shall delegate to represent _____ in the prosecution of the work or to, any Sub-Contractor performing any special portions of the work.

ENGINEER. The term ENGINEER shall mean the individual duly selected by the owners under whose general supervision and approval the work is to be performed. It shall also include such assistants or inspectors as may be assigned to represent him.

The Engineer shall not be deemed the agent of the OWNERS; he shall be sole interpreter of the amount and character of the work to be executed according to the terms of the contract, specifications and accompanying drawing.

IN GENERAL. Unless otherwise specifically noted, the Contractor is to furnish all labor, materials, tools, appliances and equipment that may be required to faithfully perform all items of work that may be mentioned in the specifications shown or indicated by the drawing or that may be reasonably implied by either.

He shall be represented always on the work by a capable superintendent or foreman qualified to receive any instructions or execute such orders as the Engineer may deem essential to the proper fulfilment of the contract.

Sufficient labor force and the requisite equipment are to be employed to insure the accomplishment of the work in an efficient manner and with reasonable despatch.

The Contractor shall cause to be corrected any imperfect or defective work which may be brought to his attention before the final acceptance and any unsuitable material shall be rejected by the Engineer or his authorized assistants.

In all the operations connected with the work the Contractor shall provide such precautions as may be necessary to protect life and property and he shall obey all laws and regulations and save the Owners harmless from all claims for damages to person or property or any lien for labor done or materials furnished under this contract. He shall also provide for payment of compensation for injuries to employees as required by law.

He shall erect a weather proof shed for the storage of cement. The owners reserve the right to reject any or all bids.

Alterations in the form and character of the work may be ordered by the Owners without invalidating the contract; provided that due compensation shall be made the Contractor if such alterations increase the cost but a proper deduction is to be made if the cost is diminished.

GENERAL DESCRIPTION OF THE WORK.

The bidder is supposed to have visited the site and informed himself concerning all conditions before submitting his proposal. The following description is also intended to aid him in his investigation.

These specifications and drawings are designed to describe and illustrate the work contemplated in the reconstruction, repairs and improvement of the dam at the outlet to Little Alum Pond located in Brimfield, Mass. This dam has been neglected for many years and was recently condemned by State authorities.

New concrete abutment walls, concrete spillway and apron and concrete wing walls are to be built to replace present stone masonry structure. A short section of old masonry wall on down stream side will be pointed up and tied to new abutment, and where required raised with new stone masonry, to a height of new embankment.

An 8 inch x 10 inch opening is to extend through the concrete as shown and provision is to be made for controlling the flow of water through said opening and a suitable fish screen is to be installed.

Embankments are to be raised to the elevation shown, and at position marked by X on drawing additional filling is to be placed to eliminate the existing depression at that location.

COFFER DAMS AND PUMPING

The Contractor must acquaint himself with the regulations of the Fish and Game Commission regarding, the lowering of a stocked pond. He will construct and maintain coffer dam, and provide means for diverting the stream during the construction period. In any event he will assume entire responsibility for the methods adopted to safeguard the work.

Pumps of ample capacity are to be provided to keep the working space free from water, especially when concrete is being deposited and the pumping is to be sufficiently continuous to keep the excavations dry for at least 24 hours after any fresh concrete has been placed.

EXCAVATIONS.

The excavations for all concrete work is to be carried to the depths shown on drawing and shall be of sufficient width to permit the erection and bracing of forms. The slope in front of the spillway is to be graded to allow for proper placing of rip rap. The embankments are to be cleared of all brush, all roots to be grubbed out and the top surface and slopes are to be loosened up by picking, light plowing or harrowing, to a depth of 6 inches before any new filling is put on.

PERMANENT SHEET PILING

No sheet piling is contemplated at this time, but should the developments of the work disclose the necessity for its use, the Engineer may order its employment. It is to consist of 2" thick matched spruce plank, driven tight between suitable guiding stringers or wales and the tops left to project about 12 inches into the concrete wall above.

This item is not included in the regular contract price; the payment therefore being provided for as noted under "UNIT PRICES".

CONCRETE WORK

All concrete throughout is to be made of a mixture of one part freshly ground Portland Cement; two parts clean, coarse, sharp sand and four parts well graded gravel ranging from pea size to such a size as will pass a 2 1/2" mesh. Bank run will not be permitted.

The concrete may be mixed by either hand or machine. All material shall be carefully gauged and mixed to such a consistency as to preserve a homogenous mass during the operations of handling and depositing. The methods of mixing, placing and tamping the concrete shall be at all time subject to the approval of the Engineer.

In the spillway section, large stones may be embedded in the freshly deposited mixture, provided such stones are placed with at least 6 inches of the mixture between the nearest point of contact.

The concrete is to be deposited in layers not over 12 inches in thickness over the length of any section immediately under operation and tamped or spaded as the consistency of the mixture may demand to insure the best results. The connecting joints between sections are to be of the V dove-tailed type and steel rods, placed as directed are to be inserted in both horizontal and vertical joints to assist in bonding work already partially set, and fresh concrete.

After the forms are removed any imperfection in the face of any portion to remain exposed are to be remedied and the surface left in a finished condition.

STONE MASONRY

Where shown on drawing extend stone masonry walls to elevation 102. Exposed faces of old masonry walls on down stream side to be pointed up and where either old or new stone work joins the new concrete it is to be securely bonded with steel rods as directed by the Engineer.

The mortar for pointing and for laying new wall is to consist of equal parts of sand and cement.

FORMS

All forms are to be made of matched stock, dressed at least on one side, using sufficient proper sized studding and wire ties to insure straight true surfaces free from bulging or warping. The forms are not to be removed until directed by the Engineer and in no case in less than 60 hours after the concrete has been poured therein.

EMBANKMENT FILLING

At the south end of the contemplated work as indicated by X on drawing is a depression, which is to be filled in and graded to conform with adjoining slopes.

After concrete walls have sufficiently hardened, backfill with suitable material thoroughly compacted and puddled. The present embankment shall then be roughly levelled down and compacted before placing new fill. On this surface filling is to be put on in layers not exceeding 12 inches in thickness and solidly compacted by teaming over, tamping, rolling or puddling to the entire satisfaction of the Engineer.

The slopes are to be brought to the full height and trimmed neatly to the pitch called for.

The earth for this filling may be obtained on the premises from such borrow pits or other sources as will be pointed out. If gravel predominates in the natural run of earth from the pits, such proportion of other soil is to be mixed in as the Engineer may direct.

The top 6 inches is to be of loam of such quality as may be readily obtained on the premises.

The tops of embankments are to be slightly crowned.

The outside slope is to be sodded.

After the grading is completed the tops are to be seeded and receive final rolling and the entire work left in a finished, workmanlike condition.

RIP - RAP

Where rip-rap is called for it is to consist of such stones as are readily obtainable close to the site. The stones are to be the largest that a workman may handle but in no case shall they be less than 12 inches in depth. They are to be driven tightly in place, using smaller stones where necessary to wedge them solidly together.

GATE & FISH SCREEN

A gate constructed of chestnut plank is to be fitted to slide in 2 inch channel slot as shown. Provide a suitable ring and hook rod for removing same. Also construct a fish screen to be fitted in a similar manner for use when gate is removed.

WORK IN FREEZING WEATHER

Any concrete work which conditions may require to be built in freezing weather shall be subject to the requirements of the Engineer concerning the heating of materials. All work is to be carefully protected against the action of frost until properly set.

Lumps of frozen earth will not be permitted in the filling.

CLEANING UP

Upon completion of the work all surplus material and rubbish are to be removed from the site and the premises left in a clean, presentable condition.

UNIT PRICES

The contractor will submit a list of Unit Prices as a basis of adjustment in case of any alterations ordered which may affect the amount of the contract price.

Excavation (to include the cost of sheeting, bracing,
pumping and back filling)

_____ per cubic yd.

Concrete (including necessary forms)

_____ per cubic yd.

Filling (including necessary grading)

_____ per cubic yd.

Permanent Sheet Piling in place

_____ per M bd. ft.

PAYMENTS

Payments will be made on or about the 1st and 15th of the month. These payments shall be 85% of the cost of the various items, based upon the Engineer's estimates of the quantities performed during the preceeding bimonthly period at the Unit Prices submitted or agreed to in the contract.

The final payment of all moneys due the Contractor will be made 30 days after the filing of the Engineer's certificate that the contract has been faithfully fulfilled in all its terms.

REPORT OF ENGINEER

Holyoke, Mass., October 11, 1926

The Hon. The County Commissioners of Hampden County, Springfield, Mass.
George S. Cook, Chairman.

Dear Sir:

We have examined the plans and specifications filed for your approval by Messrs. Dupre and Macallister for the reconstruction and repairs of their earthen dam, built across the outlet of Little Alum Pond in Brimfield and report as follows:

Little Alum Pond is situated about one and a half miles north of East Brimfield. It is a body of water having a surface area of 60 acres and a drainage area of about three fourths of a square mile.

At the edge of the pond across its outlet, which empties into the Quinebaug River at East Brimfield, the dam is situated. It is about 100 feet in length and 9 or probably 10 feet in height at its highest point.

The spillway is located in or near the center of the structure. It is in a ramshackle condition with its crest breached, and the earthwork of the structure abutting it, washed away for a distance of 12 or 15 feet on either side.

The plans and specifications filed for approval, show the repairs to be made on the embankment and the reconstruction of the spillway. This, together with its abutments, wing walls and apron will be built of cement concrete and will replace the present stone masonry structure. The crest of the spillway will be 2 feet below the finished embankment. At a point about 5 feet below the crest an opening or sluiceway will be built and will be controlled by a sluice gate for the purpose of regulating the height of the pond.

The length of the spillway is only 4 feet and, consequently its discharging capacity is small, since the height of the top of the embankment above it, is only 2 feet. Because of the small watershed however and the large size of the surface area of the pond in proportion to its drainage area, (The ratio being one to eight) the discharging capacity of the spillway need not be nearly so large as would be required were the water-shed contributory a normal shed. This has been shown by the present spillway which, although its discharging capacity is no greater than the proposed one, it has apparently never given trouble though the dam has been in existence for over one hundred years.

Inasmuch, however, as the discharging capacity of the spillway can be very materially increased without making any changes in the plans or specifications, it is recommended that the abutments of the spillway be raised one foot and the embankment rounded up to the same level. This will add very little extra to the total cost of the work and will

increase the discharging capacity of the spillway practically 100 per cent.

With this provision we recommend the plans and specifications for approval since, if the work is done in accordance therewith, a stable structure will be the result.

Respectfully Submitted,

Tighe & Bond,

By James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting November 10, 1926

In the matter of the petition of George S. Macallister and William Duprey for the approval of plan and specifications for the reconstruction and repairs of their dam located on the outlet of Little Alum Pond, so-called, in Brimfield, said plan and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing as his report is on file with the case, the Commissioners do hereby approve said plan and specifications with the following change.

"That the abutments of the spillway be raised one foot and the embankment rounded up to the same level,"

in accordance with report of said James L. Tighe.

<u>George S. Cook.</u>	} County Commissioners of the County of Hampden
<u>John Hall</u>	
<u>Chas. W. Bray</u>	

FINAL REPORT OF ENGINEER - Filed December 3, 1943

The Hon. The Board of County Commissioners,
Hampden County - Court House,
Springfield, Massachusetts.

Thomas J. Costello, Chairman

Dear Sir:

On November 10, 1926, plans and specifications filed by Messrs. Dupre and McAllister were approved by the County for repairs on the earthen dam across the outlet of "Little Alum" pond in the Town of Brimfield. These repairs were mainly the reconstruction of the spillway, including spillway abutments, wing walls and apron.

Inasmuch as the work has not been done, and considering the length of time that has elapsed since the petition was approved, I

would recommend that the approval be rescinded and a new petition filed for your approval, should the work be undertaken at anytime in the future.

Respectfully submitted,

JLT:SMT

James L. Tighe
James L. Tighe

FINAL DECREE - - Filed March 22, 1944.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting March 22, 1944

In the matter of the petition of Macallister and Duprey for approval of plan and specifications for the reconstruction and repairs of their dam on the outlet of Little Alum Pond so-called in Brimfield.

WHEREAS, the County Commissioners on November 10, 1926, by their interlocutory decree of that date, did approve the plan and specifications filed by the petitioner, with the following change, "That the abutments of the spillway be raised one foot and the embankment rounded up to the same level," and

WHEREAS, by the report of the County Engineer, Mr. James L. Tighe, dated December 2, 1943, which report is filed in this case, that inasmuch as the work has not been done, and considering the length of time that has elapsed since the petition was approved;

WHEREFORE, it is ORDERED, ADJUDGED AND DECREED that the afore-said interlocutory decree be and the same hereby is rescinded; and further, that the petition be and the same hereby is dismissed.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

COUNTY COMMISSIONERS OF THE COUNTY
OF HAMPDEN

LUCIEN LEMIEUX, Petr.
for approval of plan
and specifications
for repairs and
strengthening dam in
Chicopee on land be-
longing to him.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF
HAMPDEN

The undersigned herewith submits plan and specifications for repairs and strengthening dam in Chicopee on land belonging to me and prays your Honorable Board to approve the same. Springs form the brook and the brook forms the pond on my property from which ice is cut.

Dated this twenty-seventh day of October, 1936.

Lucien Lemieux

Mr. Lucien Lemieux,
100 Granby Road,
Chicopee, Mass.

SPECIFICATIONS FOR REPAIRS AND STRENGTHENING
DAM OWNED BY LUCIEN LEMIEUX, 100 Granby Rd.,
CHICOPEE, MASS.

The present dam, located at 100 Granby Road on the property of Lucien Lemieux, is an earth work dam with a clay core four feet wide between sheathing. This core has been uncovered and found in good condition. There are two pipes running under the dam. An eight inch cast iron pipe used for draining the pond with a valve near each end. The valve on the down stream side of the dam is to be removed, leaving only the valve near the pond end. The lower end of the pipe is to be extended beyond the new toe of the slope and relaid in cement from the point where the valve is removed to the lower end.

The twelve inch pipe that has been used as an overflow or spillway is to be closed permanently with concrete at the upper end and no further use made of it.

The slope on the down stream end is to be extended to make it two and one half to one slope to repair and strengthen dam. The filling is to be deposited in layers about four inches thick and rolled or thoroughly tamped down as it is put in.

A new concrete spillway five feet wide is to be put in at the west end of the dam, as shown by the plan attached. The easterly wall of this spillway is to be of reinforced concrete one foot thick, and the westerly wall of concrete eight inches thick. The footing is to be three feet below the bottom of the spillway. Bottom of the spillway is to be of concrete twelve inches thick and extend to a point thirty-four feet beyond the center of the dam. From this point the spillway shall be paved with granite block or laid with concrete beyond the toe of the dam.

Concrete shall be composed of one part Portland cement, two parts sand, and 4 1/2 parts gravel, thoroughly mixed.

The ditch leading from the spillway is to be riprapped or paved for a sufficient distance to prevent any possible under-mining of the lower side of the dam.

Lucien Lemieux, Owner.
100 Granby Rd.,
Chicopee, Mass.

Cobb, Beesley & Miles, Engineers
Springfield, Mass.

APPROVED: October 28, 1936

Thos. J. Costello

Charles W. Bray

Maurice G. Donahue

County Commissioners of the County of Hampden.

REPORT OF ENGINEER

The Hon. The Board of County Commissioners
Hampden County, Court House,
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

I have requested examined the plans and specifications filed for your approval on Oct. 27th, 1936 by the owner Lucien Lemieux, for the repairing and strengthening of his ice pond dam and report as follows:

The dam is located on a small tributary of Chicopee River, a short distance upstream from the concrete bridge crossing the River at Chicopee Center.

It is an earthen embankment about 140 feet in length along its top and 26 feet in height above the streambed.

The ice pond formed by the dam covers about 2 1/2 acres and the drainage area contributory thereto, is about 1/8 of a square mile.

The dam was built about 25 years ago. In its construction a clay core 4 feet wide was built between sheathing, which appears to be in good condition. Also, in its construction, there were laid through the dam an 8 inch cast iron drain pipe and a 12 inch cast iron spillway or overflow pipe. On the drain pipe there were two shut off valves one located at each end.

To strengthen and increase the factor of safety of the dam, it is proposed to change the downstream slope from 1 1/2 on 1 to 2 1/2 on 1 and to remove the valve on the downstream end of the drain pipe, also to extend the pipe to a point below the new toe. The object of removing this valve is to prevent pressure in the pipe which might cause leakage in case the valve would be closed.

For greater safety the 12 inch spillway pipe laid through the dam, is going to be abandoned and its intake end permanently sealed. To take its place a spillway 5 feet wide and of sufficient capacity, will be constructed at the west end of the dam with the upper part of reinforced concrete and the lower part of stone laid in cement. The spillway will be laid to a point below the toe of the structure.

The construction of this new spillway and the abandoning of the present 12 inch spillway pipe will add greatly to the safety of the dam.

Since the changes and repairs proposed on the dam will add materially to its safety, I recommend that the plan and specifications filed be approved.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

To The Honorable Board of County Commissioners for the
County of Hampden:

The undersigned herewith submits plan and specifications for repairs and strengthening dam in Chicopee on land belonging to me and prays your Honorable Board to approve the same. Springs form the brook and the brook forms the pond on my property from which ice is cut.

Dated this twenty-seventh day of October, 1936.

Lucien Lemieux

Hampden, ss: County Commissioners' Meeting October 28, 1936

The foregoing petition was entered on the twenty-seventh day of October in the year of our Lord, One Thousand Nine Hundred and Thirty-Six, when the said petitioner filed said plan and specifications to repair and strengthen his ice pond dam in Chicopee, said plan and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing as his report is on file with the case, the Commissioners do hereby approve said plan and specifications in accordance with report of said James L. Tighe.

Thos. J. Costello

Charles W. Bray

Maurice G. Donahue

} County
Commissioners
of the County
of Hampden

FINAL REPORT OF ENGINEER

The Hon. The Board of County Commissioners,
Hampden County - Court House,
Springfield, Massachusetts.

Thomas J. Costello, Chairman

Dear Sir:

On October 28, 1936, the Board of County Commissioners approved plans and specifications for the repairs of an ice pond dam, located on a small tributary of the Chicopee River in Chicopee, and belonging to Lucien Lemieux.

Inasmuch as the repairs have not been completed, and that the pond is drawn down, as well as the harvesting of ice thereon, abandoned, I would recommend that the approval of the repairs be rescinded. Should the dam be put in use again at anytime in the future, a new petition could be filed for its repairs.

Respectfully submitted,

James L. Tighe
James L. Tighe

JLT:SMT

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting March 22, 1944

In the matter of the petition of Lucien Lemieux for approval of plan and specifications for repairs and strengthening dam in Chicopee on land belonging to him.

WHEREAS, the County Commissioners on October 28, 1936, by their interlocutory decree of that date, did approve the plan and specifications filed by the petitioner; and

WHEREAS, by the report of the County Engineer, Mr. James L. Tighe, dated December 1, 1943, which report is filed in this case, that inasmuch as the repairs have not been completed and that the pond is drawn down, as well as the harvesting of ice thereon, abandoned;

WHEREFORE, it is ORDERED, ADJUDGED AND DECREED that the afore-said interlocutory decree be and the same hereby is rescinded; and further, that the petition be and the same hereby is dismissed.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

COUNTY COMMISSIONERS OF THE COUNTY
OF HAMPDEN

ROBBINS, CHARLES E.
Petr. for approval of
plan and specifications
for the construction of
a swimming pool dam on
Conant Brook also known
as Thompson Brook in

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF
HAMPDEN

The undersigned herewith submits plan and specifications for the construction of a swimming pool dam on Conant Brook also known as Thompson Brook in the Town of Monson on land belonging to me and requests your Honorable Board to approve the same.

Dated this 13th day of August 1937.

Charles E. Robbins

SPECIFICATIONS

For Construction of a Rubble Dam
on Thompson Brook, Monson, Mass.
for Charles E. Robbins, Et. Al.

Construct a dam as shown on the plans using, in all cases, the largest stones available on the site or within convenient distance from the dam being careful at all times to maintain the full widths of cross-section indicated on the plan.

The entire up-stream face, the entire top of the dam, the cheeks at the sides of the spillway and the entire down-stream side of the spillway as well as the abutments at either end of the dam

are to have all joints completely filled with cement mortar consisting of one part of portland cement and three parts of clean sharp sand. A small amount of hydrated lime may be added to this mixture to insure plasticity.

Thos. J. Costello
Chas. W. Bray
Margaret N. Donahue

Hampden County
Approved - August 18, 1937

REPORT OF ENGINEER

The Hon. The Board of County Commissioners
Hampden County
Court House
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

I have examined the plans and specifications, filed for your approval on August 13th, of a small swimming pool dam to be built on Conant Brook in the town of Monson by Charles E. Robbins and report as follows:

Conant Brook or as it is sometimes called, Thompson Brook, rises in the town of Wales about one and a half miles southwest of Wales Center, and flows southwest and then northwest into and through Monson to the Chicopee Brook, which it joins at South Monson. Conant Brook is five miles in length and has a total drainage area of about eight square miles.

The site of the proposed dam is about three-quarters of a mile upstream from the mouth of the brook, and a half mile downstream from the Monson Water Works dam, at a point where the drainage area is seven and three-quarters square miles.

According to the plans the dam will be a rubble stone masonry structure 70 feet in length and 6 feet in maximum height above the stream bed. It will be 6 feet in thickness at the base and 2 feet in thickness at the top, constructed entirely of large stones and boulders taken from the bed of the brook.

The spillway section will be 35 feet in length and 2 feet in depth, located at the southerly end of the dam. The up stream and top surfaces of the entire dam and also the down-stream face of the spillway section will be grouted with cement mortar.

The pond formed will be a very small one, being about 70 feet in width, 60 feet in length and containing less than a hundred thousand gallons of water.

December Meeting 1943

Since the plans and specifications indicate a stable structure, and in view of the fact that the small quantity of water impounded could hardly cause any damage even if suddenly released, I would recommend the plans and specifications for your approval.

Respectfully submitted

JAMES L. TIGHE

By Frank A. Doyle
Assistant Engineer

INTERLOCUTORY DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF
HAMPDEN:

The undersigned herewith submits plan and specifications for the construction of a swimming pool dam on Conant Brook also known as Thompson Brook in the Town of Monson on land belonging to me and requests your Honorable Board to approve the same.

Dated this 13th day of August 1937.

Charles E. Robbins

Hampden, ss: COUNTY COMMISSIONERS' MEETING August 18, 1937

The foregoing petition was entered on the thirteenth day of August in the year of our Lord, One Thousand Nine Hundred Thirty-Seven, when the said petitioner filed said plan and specifications for the construction of a swimming pool dam on Conant Brook also known as Thompson Brook in the Town of Monson on land belonging to him; said plan and specifications of the proposed work having been submitted to Frank A. Doyle, Assistant Engineer to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said Frank A. Doyle having reported in writing as his report is on file with the case, the Commissioners do hereby approve said plan and specifications in accordance with the report of said Frank A. Doyle.

Thos. J. Costello

Charles W. Bray

Margaret V. Donahue

County Commissioners of the County
of Hampden.

FINAL REPORT OF ENGINEER

December 1, 1943

The Hon. The Board of County Commissioners,
Hampden County, Court House,
Springfield, Massachusetts.

Thomas J. Costello, Chairman

On August 18, 1937, the Board of County Commissioners approved the plans and specifications filed by Charles E. Robbins, Monson, Mass., for the construction of a swimming pool dam on Conant Brook, also known as Thompson Brook, in Monson, Mass., on land belonging to the said Charles E. Robbins.

Inasmuch as the dam has not been constructed, and because of the length of time since the petition was approved without the work being done, I would recommend that the approval be rescinded so that a new petition may be filed, for your approval, should the construction of the structure be undertaken at a later period.

Respectfully submitted,

James L. Tighe
James L. Tighe

JLT:SMT

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 22, 1944

In the matter of the petition of Charles E. Robbins for approval of plan and specifications for the construction of a swimming pool dam on Conant Brook also known as Thompson Brook in the Town of Monson.

WHEREAS, the County Commissioners on August 18, 1937, by their interlocutory decree of that date, did approve the plan and specifications filed by the petitioner; and

WHEREAS, by the report of the County Engineer, Mr. James L. Tighe, dated December 1, 1943, which report is filed in this case, that insamuch as the dam has not been constructed, and because of the length of time since the petition was approved without the work being done;

WHEREFORE, it is ORDERED, ADJUDGED and DECREED that the aforesaid interlocutory decree be and the same hereby is rescinded; and further, that the petition be and the same hereby is dismissed.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

COUNTY COMMISSIONERS OF THE COUNTY
OF HAMPDEN

FAIRVIEW SPORTSMEN'S
FISH & GAME ASS'N INC.,
Petr. for approval of
plan and specifications
for repairs to sluice-
way of their dam on
Willimansett Brook at
Pine Tree Acres,
Chicopee, Mass.

11

Plan

To the Honorable Board of County Commissioners for the County of
Hampden:

The undersigned herewith submits plan and specifications for
repairs to Sluiceway of dam of Fairview Sportsmen's Fish & Game
Association Inc., Willimansett Brook at Pine Tree Acres, Chicopee,
Mass., and prays your Honorable Board to approve the same.

Dated this 13th day of April, 1943.

Fairview Sportsmen's Fish & Game Ass'n. Inc.

Erwin H. Bischoff, President

SPECIFICATION

REPAIRS TO SLUICeway OF DAM, FAIRVIEW SPORTSMEN'S FISH & GAME ASS'N.,
INC., WILLIMANSETT BROOK AT PINE TREE ACRES, CHICOPEE, MASS.

SCOPE OF WORK: The work under this contract shall consist of the
furnishing of all labor, material, equipment and transportation
necessary for the completion of the work. The work shall consist of
patching sluiceway walls, installing drain and overflow pipes, gate,
grating, concrete gate structure, filling in of sluiceway, new sluice-
way slab, all work shown on drawings and herein specified.

PRESENT MASONRY: Patch erroded masonry in sluiceway.

DRAIN PIPE: The overflow and drain pipes shall be concrete or
vitrified clay, sizes as shown on drawings, with cemented joints.

The drain pipe shall be embedded in cement. The over-
flow pipe shall form the lining of concrete gate structure as shown
on the drawings.

FILL: After the drain pipe is laid fill the sluiceway with earthy
gravel fill laid in six inch layers and rammed to a solid compact mass.

SLUICeway SLAB: Install a new 6" concrete sluiceway slab of 3000 lb.
concrete spaded, rammed and compacted to a solid mass, and troweled to
a smooth dense finish with a steel trowel.

GATE STRUCTURE: The gate structure shall be 3000 lb. concrete formed
as shown on drawings. The gate track shall be rubbed to a smooth even
surface with carborundum stone. The gate shall be 12 x 24 x 1/2 steel
plate as detailed. Provide grating in top of overflow pipe. Furnish
and install a wood grating as shown.

CONCRETE: All concrete shall be ready mix concrete conforming to the
Massachusetts Highway Department's specifications for 2000 lb. and
3,000 lb. concrete with screened gravel coarse aggregate.

Approved - June 16, 1943

Thomas Costello

Charles W. Bray

Hampden County Commissioners

Howes & Howes
Architects & Engineers
Holyoke, Mass.
March 29, 1943

REPORT OF ENGINEER

The Hon. The Board of County Commissioners
Hampden County
Court House, Springfield, Mass.
Thomas J. Costello, Chairman:

Dear Sir:

I have examined the revised plan and specifications, filed for your approval by the Fairview Sportsmen's Fish and Game Association, for some repairs and alterations to be made on the spillway or sluiceway, of the dam on Willimansett Brook, belonging to the Association, and report as follows:

This dam is located at a point approximately 1 1/2 miles upstream from the mouth of the brook, where the drainage area contributory is around 3 square miles. It is an earthen structure 136 feet or thereabouts in length and 12 feet in height above the streambed.

It was built in 1939 and, while the main structure shows no deterioration the concrete spillway channel shows some spalling and erosion in both of its walls, especially, near the bottom of the channel.

A plan and specifications for repairs and some alterations in the spillway, was filed for approval on April 14th, 1943, which was followed by a revised plan, filed on April 28th, 1943. This revised plan was not accompanied by specifications, inasmuch, as the specifications already filed on April 14th, 1943, were applicable to the revised plan.

According to this revised plan the alterations to be made in the spillway channel, consist of the changing of the present stop-plank arrangement and channel, to a drain pipe and a high water concrete surface overflow channel, the latter to be paid approximately on the same grade as the downstream embankment of the dam.

In the doing of the work the vertical portion of the drain pipe will be encased in concrete, which will abut the present concrete stop-plank wall, while the horizontal portion will be laid on the bottom of the present channel and also encased in concrete.

After the piping is laid the channel will be filled with gravel well rammed up to the grade of the new proposed concrete channel, which will be built thereon.

This new arrangement for taking care of the normal and flood discharge from the pond will add to the safety of the pond and dam and, I therefore recommend the revised plan and specifications for the doing of the work, for your approval.

Respectfully submitted,
James L. Tighe

INTERLOCUTORY DECREE

To the Honorable Board of County Commissioners for the County of Hampden:

The undersigned herewith submits plan and specifications for repairs to Sluiceway of dam of Fairview Sportsmen's Fish & Game Association Inc., Willimansett Brook at Pine Tree Acres, Chicopee, Mass., and prays your Honorable Board to approve the same.

Dated this 13th day of April 1943.

Fairview Sportsmen's Fish & Game Ass'n Inc.
Erwin H. Bischoff
President.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 16, 1943

The foregoing petition was entered on the fourteenth day of April in the year of our Lord, One Thousand Nine Hundred and Forty-Three, when the said petitioner filed said plan and specifications to repair his dam in Chicopee, which was followed by a revised plan, filed on April 28, 1943. This revised plan was not accompanied by specifications inasmuch as the specifications already filed on April 14, 1943 were applicable to the revised plan. Both plans and specifications were submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing as his report is on file with the case, the Commissioners do hereby approve said revised plan and specifications in accordance with the report of said James L. Tighe.

Thos. J. Costello } County
Chas. W. Bray } Commissioners of
the County of
Hampden

FINAL REPORT OF ENGINEER

December 1, 1943

The Hon. The Board of County Commissioners,
Hampden County, Court House,
Springfield, Massachusetts.

Thomas J. Costello, Chairman

Dear Sir:

I wish to recommend for your acceptance, the repairs and alterations made on the spillway of the dam on Willimansett Brook, Chicopee, belonging to the Fairview Sportsmen's Fish and Game Association, and for which the plans and specifications were approved on June 16, 1943.

Respectfully submitted,

James L. Tighe
James L. Tighe

JLT:SMT

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 22, 1944

In the matter of the petition of Fairview Sportsmen's Fish & Game Association Inc., for approval of plan and specifications for repairs to sluiceway of their dam on Willimansett Brook at Pine Tree Acres, Chicopee, Mass.

Petition, plan and specifications of the proposed work were filed April 14, 1943, which was followed by a revised plan, filed April 28, 1943. This revised plan was not accompanied by specifications inasmuch as the specifications already filed on April 14, 1943, were applicable to the revised plan.

Both plans and specifications were submitted to James L. Tighe, Engineer, who made a report in writing dated May 29, 1943, on file with this case. On recommendation of said James L. Tighe, said revised plan and specifications were duly approved June 16, 1943.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The said James L. Tighe has made a final report in writing to the Board of County Commissioners dated December 1, 1943, which is on file with this case, and it appearing that work on this structure has been completed substantially in accordance with the revised plan and specifications approved June 16, 1943, it is ORDERED that same be accepted and recorded.

<u>Thos. J. Costello</u>	} County Commissioners of the County of Hampden
<u>Charles W. Bray</u>	
<u>Edward J. Stapleton</u>	

COSTELLO
Chairman

January 5, 1944

THOMAS J. COSTELLO, Esquire, of Springfield, chosen by ballot, Chairman, for ensuing year.

APPOINT
Murray

VOTED to appoint Troy T. Murray, Esquire, of Springfield, Hampden County, Mass., as Counsel for the Hampden County Commissioners for the year 1944, and he is hereby appointed.

APPOINT
H. Farrand

VOTED to appoint Mr. Horace K. Farrand of Holyoke, Hampden County, Mass., as Dog Officer for the County of Hampden for the year 1944, and he is hereby appointed

State
Account

ORDERED that the amount charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at Westfield, under contract, be charged to cities and towns in the Hospital District in the total amount of \$5,745.50 to be paid to County Treasurer also ORDERED that County Treasurer pay to Commonwealth of Massachusetts \$5,745.50 plus \$3,847.00, a total of \$9,592.50.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 5, 1944

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract according to the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the Cities and Towns in the Hospital District in the following amounts:

Agawam	\$207.00
Chicopee	2,053.50
Holyoke	2,736.00
Ludlow	60.00
Palmer	335.00
Westfield	138.00
West Springfield	138.00
Wilbraham	78.00
	<u>\$5,745.50</u>

Said amounts to be paid to the County Treasurer of the County of Hampden. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Five Thousand Seven Hundred and Forty-five Dollars and Fifty Cents (\$5,745.50) plus the sum of Three Thousand Eight Hundred and Forty-seven Dollars (\$3,847.00), a total of Nine Thousand Five Hundred and Ninety-two dollars and Fifty Cents (\$9,592.50) on the Hospital Account.

Thos. J. CostelloCharles W. BrayEdward J. StapletonCounty
Commissioners
of the County
of Hampden.ORDERED

January 5, 1944

ORDERED, Acting County Treasurer, authorized and directed to pay \$2,240.15 to Berke-Moore Co., Inc., on acct of work done under contract No. 8596 - South End Bridge over the Connecticut River between City of Springfield and Town of Agawam, etc. (Fifteenth Payment)

ORDERED

ORDERED that the sum of \$289.81 which is balance of County's proportion of cost of work done on Holland, Warren and Brookfield Roads be paid from County Treasury to Town of Brimfield. Case No. 18 - 1943

ORDERED

ORDERED that the sum of \$250.00 be paid from County Treasury to Town of Hampden for work done on South Monson Road. Case No. 35 - 1943

ORDERED

ORDERED that the sum of \$172.37 which is balance of County's proportion of cost of work done on Brimfield, Mashapaug, E. Brimfield, Pond Bridge, Stafford and Sturbridge Roads be paid from County Treasury to Town of Holland. Case No. 28 - 1943

ORDERED

ORDERED that the sum of \$300.00 be paid from County Treasury to Town of Russell for work done on General Knox Road. Case No. 30 - 1943

Released on ParoleTHOMAS J. COSTELLO
chosen Chairman

January 7, 1944

ALBERT LeCompte - released from Hampden County Training School on parole, effective January 8, 1944.

THOMAS J. COSTELLO, Esquire, of Springfield, chosen by ballot, Chairman of ensuing year.

TRANSFER January 8, 1944 ORDERS TO TRANSFER

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield, January 8, 1944

Whereas in the judgement of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for

Salaries and Expenses of District Courts
in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the Reserve Fund the sum of Nine Hundred and Seventeen dollars and Ninety-Seven cents (\$917.97) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello }
Charles W. Bray } County
Edward J. Stapleton } Commissioners

Repairing, furnishing and improving County Buildings from Reserve Fund - One Thousand and Ninety-nine dollars and Sixty-four cents (\$1,099.64).

Law Library Reserve Fund - Ninety-six dollars and three cents (\$96.03)

Training School Reserve Fund - One Thousand One Hundred and Fifty dollars and thirty-three cents. (\$1,150.33)

County Aid to Agriculture - Reserve Fund - One Thousand Four Hundred and Twenty-seven dollars and sixty-two cents (\$1,427.62)

Miscellaneous and Contingent Expenses including Insurance - Reserve Fund - Three Hundred and Sixty-one dollars and twenty-six cents (\$361.26)

January 12, 1944 Bond of Daniel M. Keyes, Jr., Acting Register of Deeds, approved.
Bond of Susan C. McKenna, First Assistant Register of Deeds, approved.
Bond of Blanche Q. Cary, Second Assistant Register of Deeds, approved.
The above bonds are filed in the County Treasurer's office.
Bond of Trial Justice, James Patterson Cormack, of Ludlow, approved by County Commissioners. Filed in County Treasurer's office.

of Jail January 12, 1944 Inspection of Jail in accordance with Section 1 of Chapter 126 of the General Laws.
Arrest ORDER to arrest John D. Finnerty of Holyoke, holder of a release on parole.
Arrest ORDER to arrest Francis James Lowry of Springfield holder of a release on parole.
RELEASE VOTE OF RELEASE AND CANCELLATION- County of Hampden to Springfield Street Railway Co.
RELEASE - County of Hampden to Springfield Street Street Railway Company

December Meeting 1943

<u>Cancellation of Agreement</u>	January 12, 1944	CANCELLATION OF AGREEMENT - County of Hampden to Springfield Street Railway Co.
<u>Excerpt of Vote of Release</u>		EXCERPT OF VOTE OF RELEASE - County of Hampden to SPRINGFIELD STREET RAILWAY CO.
<u>Excerpt of Vote of Cancellation</u>		Excerpt of Vote of Cancellation - County of Hampden to Springfield Street Railway Co.
<u>VOTED</u>	January 12, 1944	VOTED that one or more rooms in the Springfield District Court House be painted; and further, that the best interests of the County require that the said work be done by day work with the County supplying the materials; also certification that the vote is entered upon the records of the Hampden County Commissioners.
<u>VOTED</u>	January 19, 1944	VOTED that the Hampden County Commissioners approve bill for \$4,450.00 for special legal service rendered by Robert W. Bodfish in connection with Hampden County Memorial Bridge and further that Philip V. Erard, Acting County Treasurer be authorized and directed to pay said Robert W. Bodfish the said sum of \$4,450.00 from funds designated Hampden County Memorial Bridge account.
<u>VOTED</u>		VOTED to affirm recommendation of Board of Selectmen of the Town of West Springfield that the petition of Carleton J. Pomeroy et alii, be and the same is hereby dismissed.
<u>APPORTIONMENT OF Tuberculosis Hospital District Tax</u>	January 26, 1944	APPORTIONMENT of Hampden County Tuberculosis Hospital District Tax payable April 1, 1944.

TUBERCULOSIS HOSPITAL ASSESSMENT
payable April 1, 1944

Agawan	\$762.55
Blandford	69.78
Brimfield	84.73
Chester	109.65
Chicopee	3,304.40
East Longmeadow	383.77
Granville	154.50
Hampden	79.74
Holland	19.94
Holyoke	6,548.99
Longmeadow	1,380.57
Ludlow	662.87
Monson	279.10
Montgomery	24.92
Palmer	677.82
Russell	338.91
Southwick	169.46
Tolland	34.89
Wales	29.90
West Springfield	2,083.32
Westfield	1,729.45
Wilbraham	259.17
	<u>\$19,188.43</u>

January 25, 1944

ORDERED, County Treasurer authorized and directed to borrow \$500,000.00 under G. L. Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County taxes.

ORDERED

ORDERED that ROBERT MUZZY be and he hereby is permitted to be at liberty from the Hampden County Training School.

ORDERED

VOTED to increase salary of - Mrs. Rosella Martin and Mr. Martin Pelkey, employees at the Hampden County Training School.

VOTED

STATEMENT of the War Chest Fund Account for the year ending December 31, 1943.

STATEMENT War Chest
Fund Account

February 2, 1944

ORDERED that the amount charged County of Hampden by Commonwealth of Massachusetts, State Sanatorium at Rutland, under contract, be charged to certain Cities and Towns in the Hospital District in the total amount of \$759.00 to be paid to County Treasurer, also ORDERED that County Treasurer pay to Commonwealth of Mass., \$759.00 plus \$506.00, a total of \$1,265.00 on the Hospital Acct.

ORDERED

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting February 2, 1944.

ORDERED that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Rutland, Massachusetts, under contract according to the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, and by a contract dated October 1, 1943 between the Commonwealth of Massachusetts, Department of Public Health, and the County Commissioners of Hampden County acting as trustees for the Hampden County Tuberculosis Hospital District, be charged to the following Cities and Towns:

Chicopee	\$138.00
Holyoke	345.00
Ludlow	138.00
Palmer	138.00
	<u>\$759.00</u>

Said amount to be paid to the County Treasurer of the County of Hampden. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Seven Hundred and Fifty-nine Dollars (\$759.00) plus the sum of Five Hundred and Six Dollars (\$506.00), a total of One Thousand Two Hundred and Sixty-five Dollars (\$1,265.00) on the Hospital Account.

Thos. J. Costello	} County Commissioners of the County of Hampden
Charles W. Bray	
Edward J. Stapleton	

January 2, 1944

ORDERED that the amount charged County of Hampden by Commonwealth of Mass., State Sanatorium at Westfield, under contract, be charged to the City of Westfield in the Hospital District in the amount of \$49.50 to be paid to County Treasurer, also ORDERED that County Treasurer pay to the Commonwealth of Massachusetts, \$49.50 plus \$33.00, a total of \$82.50 on the Hospital Account.

ORDERED

War Chest
Fund

December Meeting 1943

ORDERED

February 2, 1944

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting February 2, 1944

ORDERED: that the amount charged the County of Hampden by the Commonwealth of Massachusetts, State Sanatorium at Westfield, Massachusetts, under contract according to the provisions of the General Laws, Chapter 111, Section 85 as amended by the Acts of 1936, Chapter 145, be charged to the City of Westfield in the Hospital District in the following amount:

Westfield

\$49.50

Said amount to be paid to the County Treasurer of the County of Hampden. IT IS ALSO ORDERED that the County Treasurer pay to the Commonwealth of Massachusetts the above sum of Forty-nine Dollars and Fifty Cents (\$49.50) plus the sum of Thirty-three Dollars (\$33.00), a total of Eighty-two Dollars and Fifty Cents (\$82.50) on the Hospital account.

Thos. J. Costello

Charles W. Bray

Edward J. Stapleton

} County
Commissioners
of the County
of Hampden

ORDERED

February 2, 1944

ORDERED that the action of the County Commissioners on January 28, 1944 in the matter of the petition of Maurice A. Griffin for release on parole from the Hampden County House of Correction, be and the same is hereby rescinded and the parole is hereby revoked.

Release on parole

ARMAND MORIN - release from Hampden County Training School on parole, granted - effective February 19, 1944.

RICHARD BIND - release from Hampden County Training School on parole, granted, - effective March 1, 1944.

LEASE

February 9, 1944

Attested Copy of LEASE by and between Max and Hedwig Klopfer and Mt. Tom State Reservation Commission in the matter of leasing Klopfers' land.

ORDERED

ORDERED, Acting County Treasurer authorized and directed to pay \$40,050.00 to certain Cities, Towns and County from monies received from Springfield Street Railway Co., in final settlement of claim arising out of contract dated August 29, 1923 between the County of Hampden and Springfield Street Railway Company covering rental of railway tracks on Hampden County Memorial Birdge.

ORDERED

February 16, 1944

ORDERED that Acting County Treasurer be authorized and he is hereby directed to pay to County of Hampshire for County of Hampden's share of the expense of maintenance of Mt. Tom State Reservation, the sum of \$12,478.01 under Chap. 264 of Acts of 1903, divided in six payments,

ORDER TO ARREST
Holder of Parole

ORDER to arrest holder of parole, William R. Parks Training School.

February 23, 1944

ORDERED that the sum of \$68.22 which is balance of County's proportion of cost of work done on Putts Bridge in the Town of Ludlow be paid from County Treasury to said Town of Ludlow. Case No. 36-1942

ORDERED

APPORTIONMENT of County Tax for the year 1944.
Certification of County Tax for 1944.

APPORTIONMENT OF
COUNTY TAX - 1944

Agawam	\$13,779.91
Blandford	1,260.91
Brimfield	1,531.10
Chester	1,981.43
Chicopee	59,712.96
East Longmeadow	6,934.99
Granville	2,792.01
Hampden	1,441.04
Holland	360.26
Holyoke	118,345.14
Longmeadow	24,947.95
Ludlow	11,978.62
Monson	5,043.63
Montgomery	450.32
Palmer	12,248.81
Russell	6,124.41
Southwick	3,062.20
Springfield	373,318.59
Tolland	630.45
Wales	540.39
West Springfield	37,647.09
Westfield	31,252.48
Wilbraham	4,683.37
	<u>\$ 720,068.06</u>

ORDERED that County Treasurer pay to City of Chicopee the sum of \$92.00 in reimbursement for said payment by the City of Chicopee in the matter of the hospitalization of Nellie C. Korkasz at Lakeville State Sanatorium.

ORDERED

VOTED TO ACCEPT BID OF Redden-Sanderson, Inc., to furnish to the County one GMC truck - for the Jail. One bid submitted.

VOTED

VOTED TO accept bid of Andrew Chriscola, Agawam, Mass., to furnish to the County for the Training School, a Tractor and Plow. One bid submitted.

VOTED

March 1, 1944

VOTED to award County of Hampden Notes #791-804 incl., dated March 1, 1944, due November 7, 1944, aggregating \$250,000.00 to THIRD NATIONAL BANK AND TRUST COMPANY of Springfield, Massachusetts, at .3074% discount.

VOTED

ORDER TO ARREST holder of parole, Harold Burgess. (Training School)

Order to Arrest
holder of Parole

December Meeting 1943

Tax Anticipation Notes

March 6, 1944

Attested Copy of Certificate authorizing Philip V. Erard, Acting County Treasurer, to sign the Tax Anticipation Notes of the County of Hampden, Nos. 791/804 incl., dated 3/1/44, payable 11/7/44, and ratify and confirm his action in having a public sale on March 1, 1944.

ORDERED

March 8, 1944

ORDERED, Acting County Treasurer authorized and directed to pay to Treasurer of the Commonwealth of Massachusetts the sum of \$785.38 which is for expenses of County Personnel Board for the year 1943-Hampden County's share.

ORDERED

March 15, 1944

ORDERED that the order to arrest George Frederick Perry of Springfield, holder of a release on parole, issued December 1, 1943, is hereby revoked. Also, attached is signed statement by Mr. Perry to let John Ellis of Stafford Springs, Conn., take out \$20.00 a week from Mr. Perry's pay for the support of his wife and two children.

VOTED

VOTED to terminate the term of parole granted to Earl H. Freniere, of Springfield, on December 15, 1943, upon his induction into the Armed Forces of the United States.

VOTED

March 22, 1944

VOTED to increase salary of ADA M. GLYNN, Chief Telephone Operator, from \$110.00 to \$120.00 per month to take effect as soon as possible. (letter dated April 14, 1944 from Kenneth H. Damren states County Personnel Board voted to approve an increase in salary to Miss Glynn to a rate of \$1440 plus \$240 per year said rate to be effective July 1, 1944.)

ORDER

ORDER to arrest Harry M. Lunden of Springfield, holder of a release on parole.

ORDER to arrest Anthony J. Stevens of Springfield, holder of a release on parole.

VOTED

VOTED to accept the request of DAVITT M. ROONEY, Probation Officer of the District Court of Eastern Hampden, dated March 25, 1944, for a military leave of absence to take effect April 20, 1944.

VOTED

March 29, 1944

VOTED, to re-appoint Mrs. John P. Kirby of Chicopee, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1944 to April 1, 1947.

VOTED, to re-appoint Mr. J. B. Weis of Holyoke, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1944 to April 1, 1947.

VOTED, to re-appoint Mr. Charles W. Bray of Chicopee, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1944 to April 1, 1947.

ORDERED

April 5, 1944

ORDERED, County Treasurer authorized and directed to borrow \$30,000. under G. L. (Ter. Ed.) Chapter 111, Section 85 and Section 79 of Chapter 111 as amended by Acts of 1936 Chapter 343 - Hampden Tubercular Patients' Maintenance.

Released on Parole

ARTHUR BERTÉ - release from Hampden County Training School on parole, granted - effective April 6, 1944.

Released on Parole

DENNIS MIENTKA - released from Hampden County Training School on parole, granted - effective April 6, 1944.

Released on Parole

DANIEL SEARS - release from Hampden County Training School on parole, granted - effective April 6, 1944.

Damages Done By
DogsLand Damages

Sundry accounts being presented, are allowed, and the same amounting
to the sum of

April 5, 1944

Hampden, ss:

Judgement is entered up according to reports, etc., and
all matters not acted upon are ordered to be continued and this
meeting is adjourned without day.

Attest:-

Charles M. Calhoun

Clerk.

